MADE IN USA

INSIDE: EXTRA CONTENT COVID LOCK DOWN SPECIAL

EXTRA PAGES, EXTRA FEATURE BIKES, STURGIS RALLY INFO UPDATE, MORE MAGAZINE FOR YOUR MONEY!

CYCLE SOURCE

A GRASS ROOTS MOTORCYCLE PUBLICATION!

WWW.CYCLESOURCE.COM

A SIMPLE MONTHLY OFFERING TO THE MOTORCYCLE GODS FROM REAL BIKERS

DAVID MANN CHOPPERFEST

A CELEBRATION OF ONE MAN'S ART AND THE CULTURE THAT INSPIRED IT.

7 KILLER CUSTOMS:

- SCRATCH BUILT ◆
- TITTY TWISTER ◆
- AROUND MIDNIGHT ◆
- FIFTEEN BUCKS ◆
- SHREDDER ◆
- PICASSO ◆
- ZEUS ◆

PRE STURGIS SPECIAL

THE RALLY'S ON BUT WHAT DO YOU NEED TO KNOW

GEAR THRILLS

ASUBRY'S BEACHTOWN BLOWOUT

The Cycle Source Magazine
280
Every Thirty Days For 23 Years

VOL 24 ISSUE 3 / AUGUST - SEPTEMBER '20

$5.99

09

0 55113 28154 9

CHOP - RIDE - REPEAT - CHOP - RIDE - REPEAT

99 PROBLEMS AND FIXES AT PANDEMONIUM

MANUFACTURING BKM AXLES AT FFC

CYCLE STOP USA SCHOOLS US ON FUELS

PLUS: AMA ICE RACING FROM HIGH VOLTAGE MILWAUKEE

TWIN POWER

SINCE 1982

PARTS FOR YESTERDAY'S CLASSICS
AND TODAY'S STANDARDS

YOUR
ENJOYMENT
MADE EASY

Edsnd@bellsouth.net

GEICO®
MOTORCYCLE

Get a GEICO quote for your bike and, in just 15 minutes, you'll know how much you could be saving. If you like what you hear, you can buy your policy right on the spot. Then let us do the rest while you enjoy your free time with peace of mind.

geico.com/cycle | 1-800-442-9253

Some discounts, coverages, payment plans, and features are not available in all states, in all GEICO companies, or in all situations. Motorcycle and ATV coverages are underwritten by GEICO Indemnity Company. GEICO is a registered service mark of Government Employees Insurance Company, Washington, DC 20076; a Berkshire Hathaway Inc. subsidiary. © 2020 GEICO

HOT LEATHERS
PRESENTS
GRASS ROOTS APPAREL
CYCLE SOURCE
FOR GRASS ROOTS RIDERS
CYCLE SOURCE
FLAT BROKE
Chops & Rods
CYCLE SOURCE
CYCLE SOURCE
CYCLE SOURCE

YOUR TRUSTED ONE-STOP SOURCE FOR

PARTS & ACCESSORIES

DELIVERED TO YOUR DOOR FOR 50 YEARS & COUNTING

OUTSTANDING CUSTOMER SERVICE
BIZRATE SCORE OF 9.4 OUT OF 10

FREE SHIPPING
ON ORDERS OVER $89 TO THE LOWER 48 STATES

RISK-FREE SHOPPING
FREE RETURNS ON HELMETS & APPAREL

SAME DAY SHIPPING
ON ORDERS PLACED BEFORE 8PM CST

NEED A PLACE
TO SHOW OFF YOUR BIKE?

GARAGE BUILD
BUILD IT SHARE IT

GARAGEBUILD.COM
SUBMIT YOUR BUILD,
RATE YOUR FAVORITES,
ENTER TO WIN PRIZES

HUGE INVENTORY

Custom Dynamics · S&S Performance · Klock Werks · DRAG Specialties · Biltwell Inc.
THUNDERHEADER · KURYAKYN · SADDLEMEN · VANCE & HINES

HUGE TIRE SELECTION

DUNLOP Motorcycle Tires · MICHELIN · METZELER Motorcycle Tires
BRIDGESTONE · AVON Tyres · PIRELLI · Shinko

50 YEARS+

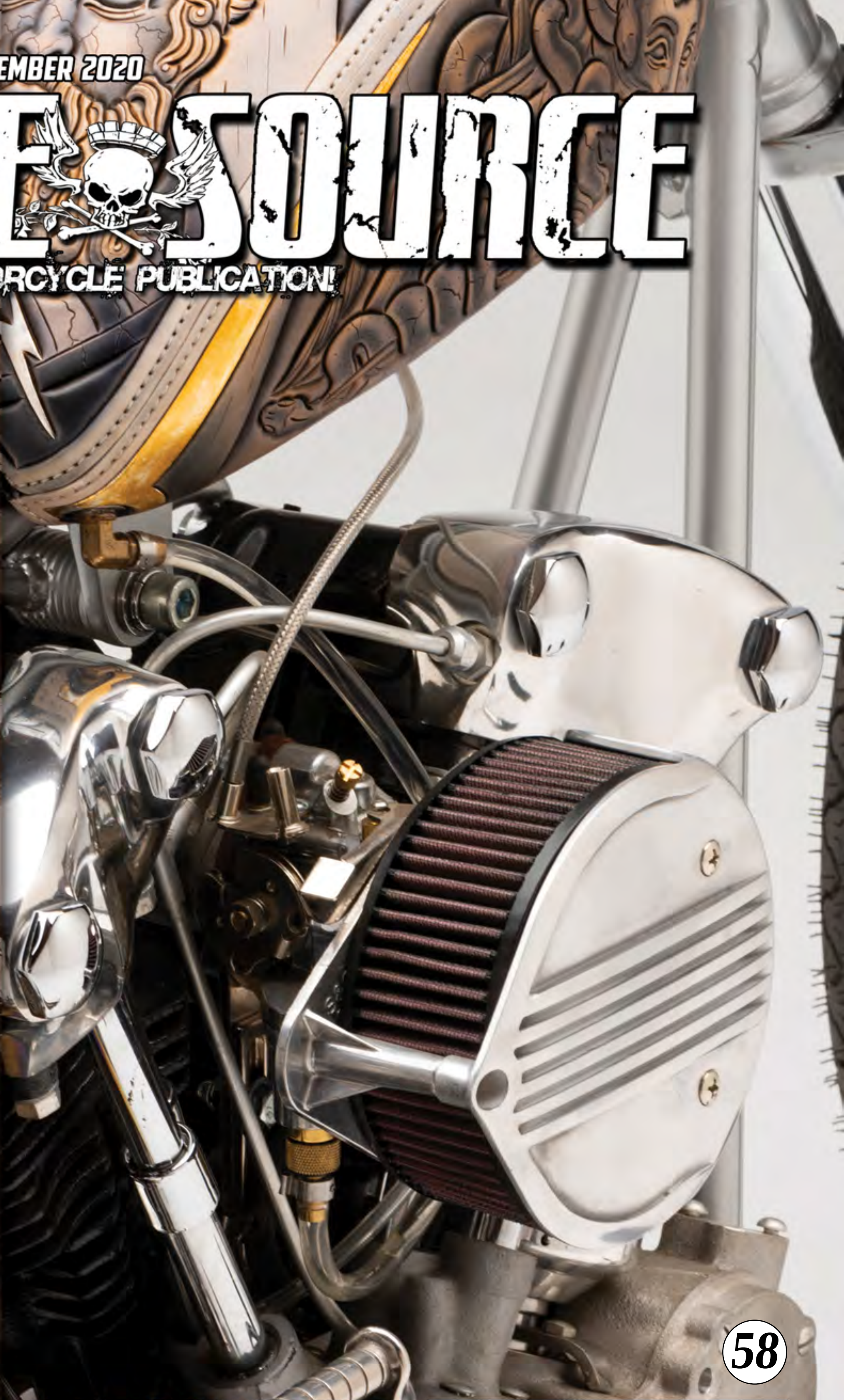
DK DENNISKIRK
WE SHIP TODAY

DENNISKIRK.COM · 800-970-6435
M-F 7AM-8PM CST | SAT-SUN 8AM-6PM CST

VOL 24 ISSUE 4 / AUGUST SEPTEMBER 2020

CYCLE SOURCE

A GRASS ROOTS MOTORCYCLE PUBLICATION!



BIKES

Titty Twister
Big Randy's Lichter Build 22

Around Midnight
King Bee Kustoms Sporty 40

Zeus
Teaches Knuckle That Is Fit For The Gods 58

Picasso
Hayward's 1929 DL Is A Work Of Art 70

Shredder
From BMX To Chopper 80

Fifteen Bucks
Garage Build's 1949 Panhead 88

Scratch Built
The California Cowboy's Shovel 94

FEATURES

David Mann Chopperfest
Missi Spends Her Big 50 On West Coast 10

Source Media
Cycle Source Takes It All In Stride 16

Cheap Thrills 2020
Asbury Park's Beach Town Blowout 32

ShopDog
Man's Best Friend In And Out Of The Shop 36

The Fast & Frozen
High Voltage Show's 2020 Ice Races Heat Things Up 52

Sturgis - Get In The Know
Do's & Don'ts For Sturgis 2020 66

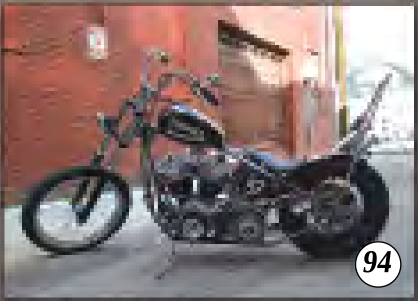
One Man's Opinion
Sturgis "Officially" Uncovered 85

TECH

99 Problems
Fixes For The Little Things That Make A Big Difference 18

Ethanol
Treat The Symptons Not The Disease 29

On A Roll At FFC
Manufacturing Bare Knuckle Performance Axles 48



SPARE PARTS

In The News

The World Report Powered by BikerNet.com 99

Hot Off The Rack

New Products From Industry Leqaders 102

DEPARTMENTS

From The Editor's Desk 8
Pin-Up Of The Month 38
Art Of Our Culture 64
Chopper Charlie 76
Photo Hunt 79
Killin Time With X 86
InSlide Line 104
On The Edge 108
Gut Busters 114

CYCLE SOURCE

EDITORIAL OFFICE

The Cycle Source Magazine
118 Dellenbaugh Road Tarentum, PA 15084
For Any Questions Or Comments Please Call 724-226-2867 or
e-mail cyclesourcemain@comcast.net

EDITORIAL STAFF

Christopher Callen - Editor In Chief - cyclesource69@comcast.net
Heather Callen - Managing Editor - cyclesourcemain@comcast.net
Will Ramsey - Tech Editor - will@faithforgotten.com
Milwaukee Mike - Mid-West Editor - neanderthalneon@hotmail.com
Roadside Marty - South East Editor - roadsidemd@bellsouth.net
Keith "Bandit" Ball - News Editor - bandit@bikernet.com

STAFF WRITERS

Chris Callen, Milwaukee Mike, Jack Schit, Pat Jansen, Will Ramsey, Xavier Muriel, Charlie Weisel, Mitch Bodine, Mark Velazquez, Amelia Rose, Daniel Donley, Joshua Elzey, Jimmy Frizzell, Roadside Marty, Scotty Kerekes, Heather Callen, Dan Venditto, Melissa Shoemaker, Tyler Porter

STAFF PHOTOGRAPHERS

Chris Callen, Heather Callen, Mad Stork Ken, Mark Velazquez, Twila Knight, Dan Venditto, Melissa Shoemaker, Deb Fitch

CONTRIBUTORS

Marilyn Stemp

STAFF ARTISTS

Jimmy Frizzell, Chris Callen

ADVERTISING

Heather Callen- Sales Manager - cyclesourcemain@comcast.net

GRAPHIC ARTISTS

Chris Callen, Heather Callen, Amelia Rose, Missi Shoemaker

DISTRIBUTION

Coast to Coast Newsstand Services Partnership
5230 Finch Ave. E., Ste. 1, Toronto, ON, M1S 4Z9
Cycle Source - Dealership Direct Distribution 724-226-2867

CIRCULATION DIRECTOR

Heather Callen - 724-226-2867

COPY EDITOR

Judy Duggan

LEGAL COUNSEL

James L. Paz Attorney at Law - Tarentum, PA - 724-226-9PAZ
For Any Subscription Questions Call 724-226-2867

The Cycle Source Magazine® (ISSN 1935-0287) is published 12 times a year by The Cycle Source Magazine with Offices at 119 Dellenbaugh Road Tarentum, PA 15084, 724-226-2867, www.cyclesource.com. U.S. Subscription rate is $30.00 for 12 issues. Canadian Subscription rate is $45.00 for 12 issues. Back Issues, when available, are $6.00 each, payable in advance. Periodicals postage paid at Tarentum, PA ad additional mailing offices.

The Cycle Source Magazine® reserves the right to reject any advertising or contributions that it deems unsuitable. Opinions expressed are those of the author and not of The Cycle Source Magazine®. Nothing printed in The Cycle Source Magazine® Decemberbe re-printed in whole or part without the express written consent of the publishers. Copyright ® 2020. The Cycle Source Magazine®, A Grass Roots Motorcycle Publication^{SM}, Scooter Tramp ™ Wild Man™ Low Down & Dirty Rotten™ Grease & Gears Garage™ Grease & Gears TV™ Grease & Gears Garage Roadshow™ ShopTalk™ Do It Your Damn Self™ Inslide Line™ are registered trade marks.

POSTMASTER: Send address changes to Cycle Source Magazine 119 Dellenbaugh Rd. Tarentum, PA 15084

THE CYCLE SOURCE MAGAZINE IS ASSEMBLED BY BIKERS FOR BIKERS AND PROUDLY PRINTED BY CRAFTSMEN IN THE UNITED STATES OF AMERICA

ABOUT THE COVER

Kevin "Teach" Baas is not only the astounding builder of the motorcycle that graces this month's cover but he is also the best damn shop teacher any aspiring trademan could dream of having. Teach and his Chopper Class built this fine specimen for the 2018 Motorcycles As Art and we are so pleased to be able to share his story and his passion with you all.

FROM THE EDITOR'S DESK

ALIVE IN THE SUPER NICHE BUT JUST BARELY

Niche /niCH,nēSH/ - Adjective: denoting or relating to products, services, or interests that appeal to a small, specialized section of the population.

Why do we obsess so much over cutting things into little groups? I mean, in today's political and social climate that is increasingly apparent but even in our motorcycle thing here we are not happy just saying "motorcyclists" but instead need to carve up little sections to assign ownership or a special label to those riders who are women, from an ethnic group, an age group, or ride a type or style of bike. Now, I know you guys who have become fans of this column in the magazine each month are not used to me doing the job of a classic editor on this page. I'm not saying this will be that exactly, but I am going to throw around some facts and figures really quick for the purpose of our conversation.

The motorcycle industry is by most business standards, not technically even an industry. Meaning that by the total volume in sales, it doesn't affect enough of the world's economy to really garner the term industry. Still, the big players go at it like dogs fighting over a bone, throwing around figures to prove who is the leader and who fits what group best. Unfortunately, as it applies to new motorcycle sales, that bone is truly devoid of any meat at this point, comparatively. Oh, but wait, "motorcycles are everywhere"… That might not be as accurate as we think.

Based on data from Statista, the U.S. Sales of motorcycles in 22019 are as follows: Just over 100,186 of motorcycles sold last year were off-highway type, 300,814 of them were On-Highway, 46,117 were dual-sport, and 20,659 of those were scooters. In total, that's 467,776 new motorcycles sold in the United States in the year 2019. Seems like a lot, but if compared to the same year's sales data from the same company of U.S. vehicle sales (4 wheeled), it pales by comparison. Here are those numbers. The total number of passenger cars sold in 2019 was a little over 4.7 million, and the total car and light truck sales were 17 million. So just those two classes, taking out commercial vehicles, gives a report of nearly 21 million in total. That means motorcycle sales represent somewhere in the neighborhood of 3 percent… THREE PERCENT. That number matters most when they want to force environmental legislation on us, but I digress.

Now quickly, I'm sure, if you are a rational thinker, you will point out that that is only the number of new motorcycle sales, and that is the missing meat from the bone. Let's get into it. I love all motorcycles, so I'm not one to say this group or that group, but the truth is this magazine does not represent the entire picture of motorcycle riders today, so we will agree that of that three percent above we can take out the Off-Highway, dual sport and scooter numbers, leaving around two percent that is within our audience give or take. Now keep that figure in your mind as I continue to build this platform, and in the end, we can either burn it down or hold hands and jump off of it. So, the unique thing about motorcycles is the longevity of their ownership. Very few, I would estimate since there isn't any historical data to provide, are ever scrapped for recycling purposes. Even in horrid condition, they wait to be refurbished and ridden again someday. Yes, there is a small part of the car market that this model applies to as well, but a very small part. What this means for us is over the entire history of motorcycles, not many have ever gone away. They have been handed down, passed along, bought and sold, repainted, reworked, and ridden again and again and again. The amount of used motorcycles out in circulation, or those that were registered in 2018, is around 10 million based on another Statista report. Honestly, I didn't completely do the math, so that is a guess based on the state by state numbers. But the point is, by the numbers the new motorcycle sales represent .5 percent of total motorcycles on the road in the U.S. last year. That makes me want to get a patch made for all non-new motorcycle riders to proudly display the 99.5 percent they make up.

So why am I on this little rant here? Well, dear reader, we let other people cut us up into groups for their own purposes too often in today's world. In motorcycling, we are more than willing to let them label us as Latino riders, Baby Boomers, Female riders, etc. and this has little to do with our own need to fit into any group. More I would suspect to give them an example of that group to use in outreach sales of motorcycles to riders that do fit into a group. In other words, reporting that the number of female riders is up by such and such, launches a marketing frenzy to show all women of the United States that they should be riders too. All the while, very little attention is paid to the middle… the middle generation, the middle of the road as far as style or trend, or the middle-income brackets. Those who are just your average rider, the 9-5 guy who doesn't fit into the high-end bracket, isn't trending and doesn't fit a single label. The core riders that have been here keeping the wheels turning, making their bike payments, buying the parts, making the road trips, living the dream that was promised to them when they were in that .5 percent, and bought their first bike. We let our entire direction, the trends, the clothing, the styles, the prices, and the events be driven by this .5 percent, and I say it's about damn time we put a stop to it. There's no meat left on that bone, stop fighting about who owns that half percent and let's instead take a look of what we, motorcyclists, look like as a unified group. Let's agree on what our needs are from our government on state and federal levels. Let's celebrate the parts of our culture make up the whole of who we are and what part of the two-wheel dream we all share. Maybe then they will remember what it was that built this once rising and powerful industry, and we will no longer have any need for labels. Kinda sounds like I could be talking about our country at the same time, huh?

PREDATOR III SEAT

FOR 57-78 XL MODELS

The Predator III seat features a 6″ tall driver support with unique styling covered in automotive-grade vinyl. The molded polyurethane foam provides maximum comfort and has a narrow driver's cut for better leg clearance.

Available in Smooth, Diamond Stitch or Classic Stitch. See the complete selection at **seats.dragspecialties.com**. Additional coverings, thread colors and stitch patterns are available through our custom seat program.

Manufactured by
Drag Specialties in the U.S.A.

DRAG Specialties seats
seats.dragspecialties.com

ANNUAL CELEBRATION OF THE AR

DAVID MANN

SCREEN AND DESTROY
Not Hippie Approved

T OF A LEGEND

CHOPPERFEST

Article And Photos By: Missi Shoemaker & Kayla Koeune

What better way to spend your 50th Birthday weekend? Hanging out with friends, impressive choppers, and beautiful art! That's how I spent mine at the 16th Annual David Mann's Chopperfest!

My weekend started out meeting up with a high school friend who I hadn't seen in years. She and I went to the hosted Pre-Party at The Tavern. The place filled up pretty quickly. The weather wasn't very cooperative as it was chilly and drizzling, but we made the most of it on the backyard patio where there were heaters set up. Due to the weather, there were only a few bikes that showed up for the ride up bike show. But the live music made up for it, and it was definitely a good time. I ran into so many people I knew, including the California Cowboy Stacy McCleary and his beautiful wife, Danell.

This being my first west coast event, I was pretty excited to be here but was very disappointed in the weather. Southern CA is supposed to be hot and sunny... no, it was cold and rainy, but that didn't stop the fun! Fortunately, I checked the forecast and was prepared. I arrived at the Ventura County Fairgrounds, and there were already quite a few people there, and several bikes were lined up for the show. I took my first lap around and was amazed by the number of beautiful bikes all in one show!

I was just getting into the groove of shooting the bikes when a downpour

BILTWELL MOTORCYCLE PARTS & ACCESSORIES
Biltwell Inc.
Biltwell Inc.

DAVID MANN
CHOPPERFEST
20 16TH ANNUAL 19

MCKEAG ART
WWW.MCKEAG
KAYLAINFERNOART

hit and forced me inside, but what an excellent opportunity to check out the Art Show portion of the event! Artists from across the country join together to pay tribute to artist David Mann with a vast array of motorcycle and hot rod inspired art. Biltwell hosted the Helmet Art Show, featuring artwork from eleven different artists, including one of my favorites Kayla Koeune. The eclectic variety of art on display included paintings, metal art, and more.

The best art on display was, of course, the original artwork from none other than David Mann himself. The David Mann collection in itself is always worth taking the time to admire. Mann was a painter born in Kansas City, MO, who, after graduating high school, made the journey to California, where he became involved in motorcycles and motorcycle culture of which he himself became immersed in. In the early '70s, his work began appearing in Easyriders magazine after he had answered an ad for "motorcycle artist" that appeared in the magazine. David Mann's Chopperfest became a tribute to his life and art after his death in 2004.

Stepping into the swap meet area, I found there were lots of parts to be bought, and here I was with nothing that I needed to buy, but of course, I looked anyway, because you never know! Outside along vendor row, you could buy just about anything you need. I even ran into my friend Roy and his sidekick Roxy from Helmet Division, who was set up selling old school helmets and tool rolls. I was able to spend some time with Mondo and his crew as well, which is always a pleasure.

The sun finally came out, and the bike show area was hopping. So many beautiful choppers all in one place. THIS is what I came for! I don't get to see the west coast scene very often, only when assisting Michael Lichter during the yearly Sacramento show, so this is a treat for sure! Of course, when there is a $2500 cash prize for best of show, the best bikes show up in hopes to claim that title!

As the time for awards came, the winner's names were called, and they lined their bikes in front of the stage, and anxiously awaited to see which title they get to claim. The Mann Kind award was presented by previous recipient, Mondo Porras, of Denver's Chopper to Keith Drum. Mike "Majik Mike" Rabideau was presented with the Ross Tomas Award from Kiwi Mike and Carolyn in memory of their son Ross who was a huge part of Chopperfest until his untimely passing. Best of show went to Dalton Walker for his beautiful digger!

I am told the attendance was down due to the weather, but I am looking forward to going back in 2020 to see what David Mann's Chopperfest has to offer when it' in full swing. Maybe I'll see you there!

DAVID MANN
Easyriders
LIMITED EDITION PRINTS

DAVID MANN
CHOPPERFEST
20 16TH ANNUAL 19

HARLEY-DAVIDSON

My Garage
0003

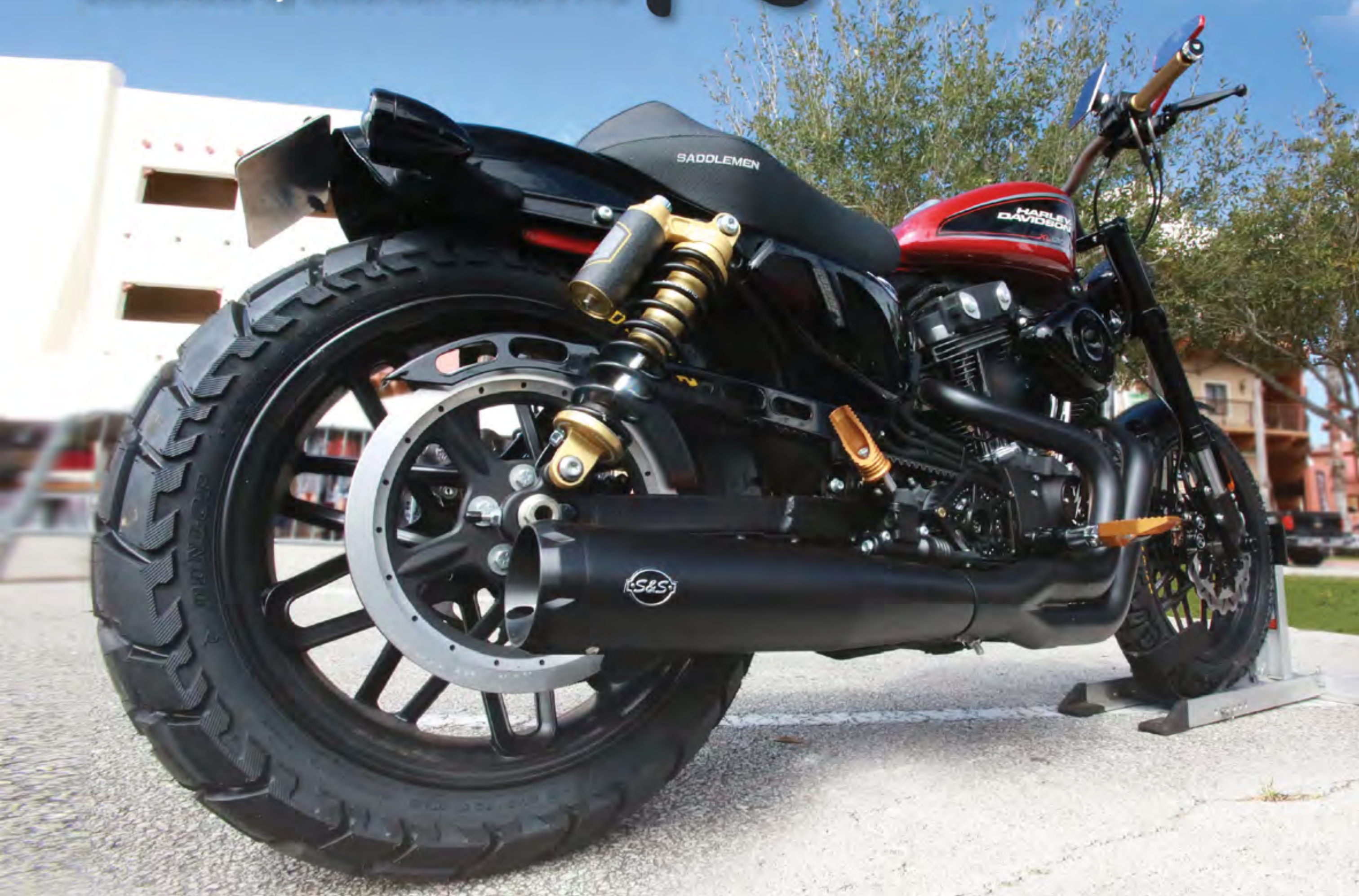
JOHNSON
53

DAVID MANN
VENTURA, CALIFORNIA
CHOPPERFEST
20 16TH ANNUAL 19

Learn to Ride VC
Black Bike Wheels

2019 XL1200CX Roadster™

Customized by Suburban Motors H-D®



Arlen Ness: Mini Stocker Mirrors, Billet Drift Horn Kit
Custom Dynamics: Magic Strobes Brake Light Flashers, ProBeam® Front & Rear Bullet Ringz™ Turn Signals, ProBeam® Black Adaptive 5.75" Headlight
Drag Specialties: Front Axle Caps, Brake Rotor Bolt Kits, Performance Spark Plugs, Premium Performance Battery
Dunlop: Trailmax Mission Front & Rear Tires
EMD: Snatched Ribbed Primary Cover, XR Trackster Rocker Box Covers
Galfer: Front & Rear Wave Brake Rotors
Headwinds: Headlight Mount, Extension/Drop/Offset Headlight Mounting Block
Joker Machine: Sprocket Cover
LA Choppers: Kage Fighter 1¼" Handlebars, Straight Risers & Clamp
Legend Suspensions: Revo-ARC 13" Piggyback XL Coil Suspension
Performance Machine: Contrast Cut™ Four-Piston Left & Right Front Calipers
Rekluse: Core EXP Clutch Kit
S&S: SuperStreet 2 into 1 Exhaust System*, Mini Teardrop Air Cleaner Kit**
Saddlemen: Signature Series 1WR Seat, Seat Mounting Knob
Speed Merchant: Skid Plate, Speed Grips
Thrashin Supply: Burnout Foot Pegs, Militant Foot Pegs, Front Master Cylinder Cover, Classic Points Cover, Shifter Peg

Check out more details on this bike at various rallies and events throughout the year; or log onto **dragspecialties.com/bike-builds** to view the complete parts list.

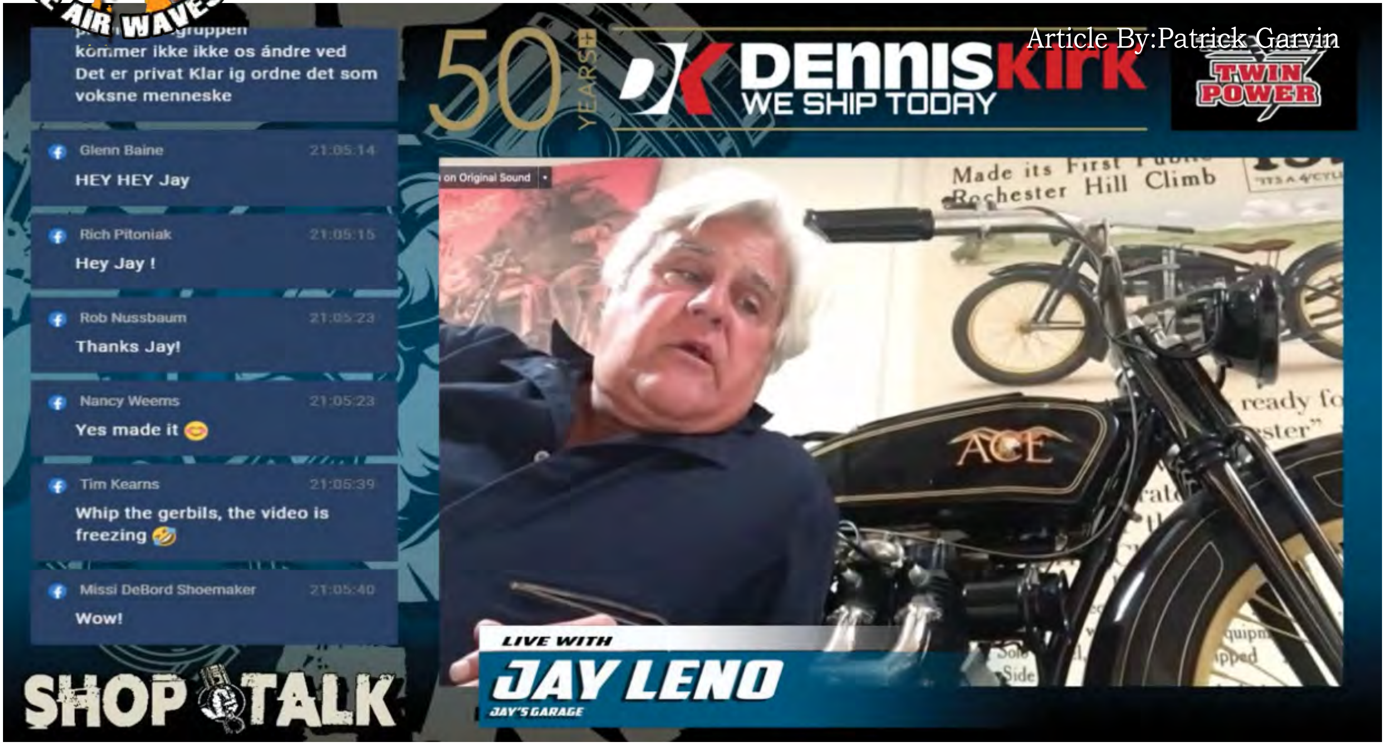
DISCLAIMER: NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON ANY POLLUTION CONTROLLED MOTOR VEHICLES
***Exempt per CARB EO #K-010-12 for all 14-20 XL.**
****Exempt per CARB EO #D-355-27**

FROM OUR GARAGE TO YOURS
DRAG Specialties
dragspecialties.com

SOURCE MEDIA GROUP

WHAT CYCLE SOURCE DID DURING THE COVID VACATION

Article By:Patrick Garvin



...gruppen kommer ikke ikke os ándre ved Det er privat Klar ig ordne det som voksne menneske

Glenn Baine 21:05:14
HEY HEY Jay

Rich Pitoniak 21:05:15
Hey Jay !

Rob Nussbaum 21:05:23
Thanks Jay!

Nancy Weems 21:05:23
Yes made it 😊

Tim Kearns 21:05:39
Whip the gerbils, the video is freezing 🤣

Missi DeBord Shoemaker 21:05:40
Wow!

It's been a hectic time here at Cycle Source Magazine HQ or as we now refer to it publicly, The Source Media Group. With the onset of the quarantine imposed during the COVID Crisis, I'll have to admit, we spent the first month just dead in the water, seemingly helpless as we watched events get canceled, newsstand locations cancel orders. The issue of the magazine gets extended. After we had our little pity party, we picked ourselves up by the bootstraps and got to work. At the time, we were firmly broadcasting ShopTalk to the world, and with that experience, we set out to launch the first-ever Cyber Rally. 10 and 1/2 hours of broadcasting, we brought everything that you would expect from burnout contests, wet t-shirt shows and make your own bikini contest to a cyber bike show with live participants from all over the world. In the end, we could see a great opportunity here and after the rally tore the studio down to rebuild it, better, more powerful, the six million dollar broadcast station… Ok, not that much better, but I couldn't resist the nod to 70's Television.

What we did do was add in a new computer system that is now capable of true 4K broadcasting, some other live components, and technical wizardry that gave us a real chance at expansion. We currently sit at four weekly shows with three more on deck for a very short release date and upgraded capabilities for existing long-format shows like Grease & Gears Garage, Road Show, and Grease & Gears TV. I wanted to take a moment to introduce our print media fans to all of this and make you aware that you are now able to watch any of this programming from the comfort of your own couch, on your living room television set as long as it can get to YouTube. Through our partnership with Choppertown we are watching the numbers skyrocket, and that is proof enough for us that this new media is king. Here is a little introduction to what Source Media and each new program is:

CANNONBALL CHRONICLES: The Motorcycle Cannonball has been well documented with racers riding age-old machines, dressed in full regalia from a time gone by. This year, however, this living breathing monument to motorcycling past moves years into the future with a new live broadcast: The Cannonball Chronicles. Stemming from an interview series started by Open Road Radio's Gina Woods, this new weekly program will primarily feature the trials, tribulations, and stories of the race teams as they prepare for the upcoming Motorcycle Cannonball Race. Join host, Jason Sims, promoter of MCR, along with his co-host Rob Nussbaum, of Retrocycle as they deliver Cannonball news, talk about its history, and introduce us to the competitors. Going under the same name Gina Woods had for her interview series was just too good of a fit, and you can expect that Open Road Radio will be working in concert as this show develops.

Additionally, each episode will feature the incredible work of renowned motorcycle photographer Michael Lichter. Michael will feature one image per show that he captured during previous historic races and provide an in-depth description of who, what, when, where, and why before opening it to group discussion. You can participate in these discussions through the comment section of your favorite social media platform; Facebook, YouTube, Twitter, Twitch, and Periscope. Motorcycle Cannonball, Retrocycle, and Choppertown will also be carrying the feed, so be sure to tune in on Wednesday nights at 9 pm EST for the Cannonball Chronicles.

BIKE NITE LIVE: With host Pat Jansen we go into the culture and community surrounding Bike Nite from the bikes and people who come in live remote to the entertainment with live bands each week and the food. With Billy Grotto from Twisted Tea, we have a live segment that is like a "Today Show"-style cooking segment making everything from Chicken Wings and pizza to other rally foods and snacks. While the cyber version of Bike Nite was a no brainer during the quarantine, the extension of this proves to be interesting. As the states begin to open up, we have begun to go to physical Bike Nites and bring them into the show. As the world gets back up to speed, we look to launch full-scale live remotes from Bike Nites all over the United States.

CYBER SWAP: With hosts Tom & George Banks, Cyber Swap takes a "Home Shopping Network" approach to the Motorcycle Swap Meet. With Swappers coming in remotely, we go one part at a time introducing the parts for sale, and while the bidding goes on through the comments, the hosts and the swapper talk about the parts. Additionally, there are whole bikes for sale, blow out parts, and apparel that comes in from manufacturers and once a show a big-ticket item with a live auction mechanism. As with the Bike Nite Live show, we have begun to bring in live remotes from actual swap meets, and the extension of that will be actually full remotes from swap meets everywhere.

MICHAEL LICHTER
JASON SIMS
MOTORCYCLE CANNONBALL
ROB NUSSBAUM
RETROCYCLE
CANNONBALL
RED MESA TRA ST

GREASE & GEARS TV, GARAGE & ROADSHOW: Grease & Gears TV was born at the end of a company called Rally TV and performs much of the same functions. It is a live report from the rallies on the who's and what's from the events. It is a no muss no fuss approach to live event coverage and has a great following that's been built over the past ten years or so. That type of broadcast ultimately led to the formation of Grease & Gears Garage.

Starting with an I-Phone on a tripod, the humble beginnings of Grease & Gears Garage five years ago have come a long way. What we saw in that first year was that more people watched our live broadcasts from Sturgis of national builders and fabricators performing live from the Broken Spoke than the amount of people that were in Sturgis. As the years went on, what we learned most was the need for a more personal approach, then came Grease & Gears Garage Roadshow. In this, we go live to a builder's shop for a segment of Grease & Gears Garage, but we also develop the personal story of that builder and where they come from, where they live. Included in this is our own in studio work where it is the staff of the magazine performing bike builds under the header Grease & Gears Garage Live.

SHOPTALK: With hosts Chris and Heather Callen and Make Persichetti, ShopTalk is a weekly motorcycle news and entertainment program. I can hardly believe we are heading into the fourth year of ShopTalk. The growth of the audience and refinement of that program has been incredible as we finished the segment just this past week that feature not only Jay Leno coming in live remote from his museum-like garage in California but also Michael Ballard and Jesse James Dupree live from Sturgis the night before the official vote from the City Council on the fate of this year's rally. ShopTalk has become a very important tool in delivering news and information to the street level community in and around the motorcycle world. As our flagship show, we feel that ShopTalk is taking its place as the leader of this new media platform scoring a respectful 80-100,000 viewers per week.

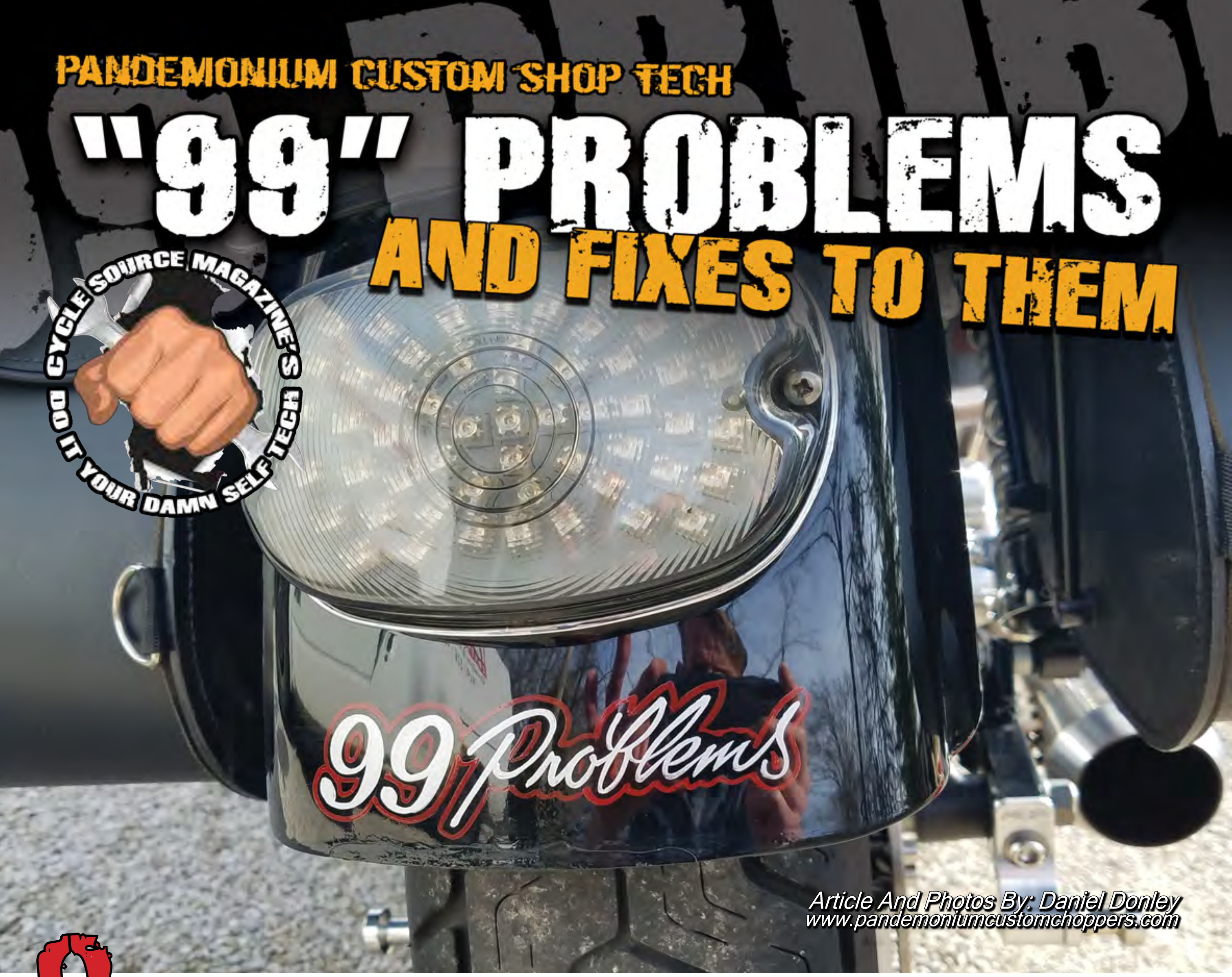
All in all, this is a hard yet exciting time for all of us in the motorcycle community, and what we hope from Source Media is to provide alternative ways for our community and industry to come together and celebrate the culture of who we are moving forward. If you would like any additional information or would like to get the media packet for any of these shows, please contact us at cyclesourcemain@comcast.net

PAUGHCO
SINCE 1969
PAUGHCO 50 YEARS 1969-2019
From $2199.95
TAPERED OVAL REAR LEG SPRINGERS UP TO +24"
MADE IN USA
USE PROMO CODE 1969 TO GET FREE FREIGHT
CALL FOR INFO
800-423-2621
WWW.PAUGHCO.COM
@PAUGHCOPARTS

PANDEMONIUM CUSTOM SHOP TECH

"99" PROBLEMS AND FIXES TO THEM

CYCLE SOURCE MAGAZINE'S DO IT YOUR DAMN SELF TECH

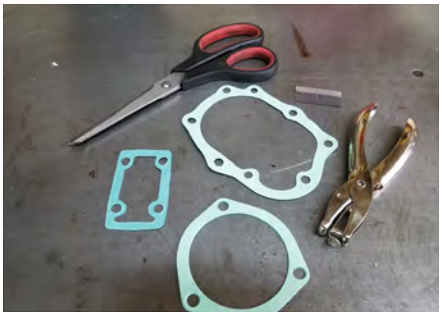


Article And Photos By: Daniel Donley
www.pandemoniumcustomchoppers.com

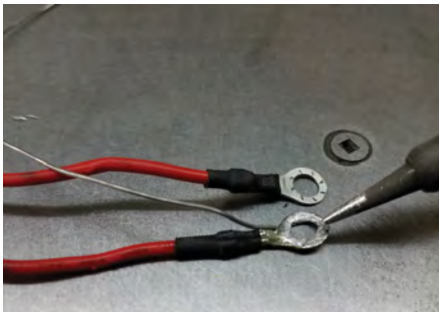
Over the previous months I have been reaching out to you readers and industry professionals seeking a problem or situation and its fix. So, here are some of the problems, from being broke down on the side of the road. To some situations in the shop like, Fabrication, painting, electrical, troubleshooting etc… Here is a good mix of some of the "99" Problems!

MOTHERS
Mag & Aluminum Polish

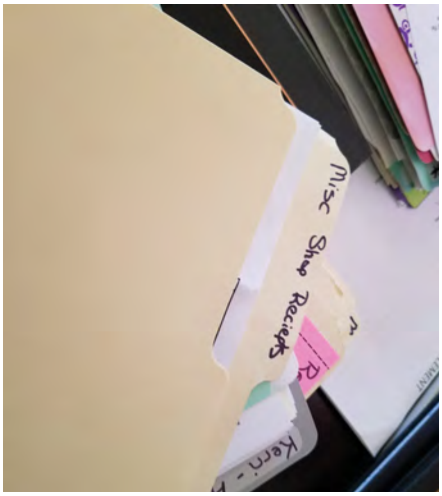
Microfiber towels can become expensive when you use a lot of them. I am always concerned about saving a buck or two wherever I can. So, when cleaning and polishing, for example aluminum surfaces. Instead of going through a bunch of expensive microfibers use something you will always have plenty of… Worn out socks. Yes Socks! When you turn them inside out the fuzzy side works great for polishing aluminum and you just toss them when done.



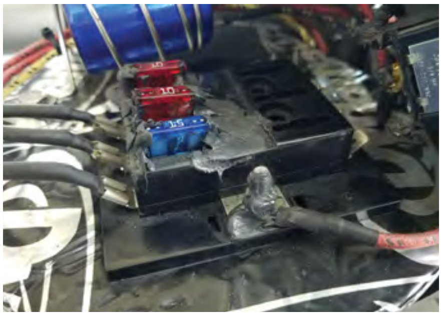
When working on anything vintage and dealing with gaskets a lot of times the ones you can purchase the fitment of them is terrible. Or if you decide to make your own, a paper punch and a pair of scissors goes a long way. Paper punch works great for making the holes in the gaskets or a rounded edge.



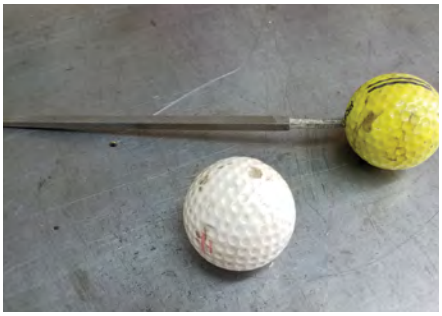
When doing wiring or electrical work on your ride. Here I a little tip that I use often. When installing an eyelet on the end of a wire I not only lightly crimp and solder that connection. I like to tin the eyelet with a little solder also. So, when you tighten this into place with a machine screw or a nut. It will slightly squish the tinned eyelet and make it more secure in place.



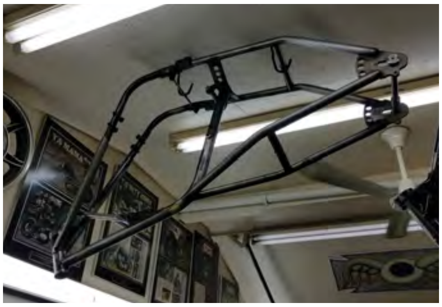
To help keep organized so when your trying to find the tool warranty paperwork from 2 years ago. Keep file folders on any new tools with receipts and warranty paperwork in the shop. Keep them with your manuals so you always know where they are.



Some of these old bikes that we ride can vibrate like crazy when your out whipping on them. They like to tear up little things like ignitions, destroy fuse panels. Wiring comes lose. One thing I have found out here. I like to use silicone on small machine screws and fasteners as a thread locker. It also works well to retain the fuses in your fuse panel. (I know it does not look pretty but it works!)



I recently acquired an old friend's toolbox. As I was going through it, I stumbled across a drawer full of files. A few of them had Golf Ball Handles on them. It is as simple as drilling a small hole into a golf ball and smashing it onto the end of a file. It is very comfortable to use!



Most of us do not have large shops with all kinds of room. Most of us are constantly struggling for storage solutions in our small spaces. Hell, I know people that have closets bigger than my shop! Here is an idea for you, not nothing new or recording breaking but it works great. You know those hooks you can buy at the hardware store that you can hang bicycles from your ceiling. They work great for hanging, gas tanks, frames, fenders up out of your way and it looks pretty cool too!

We all at one time or another have installed wheel bearings. One thing I have done for years but recently crossed my mind again. I like to put my wheel bearings in the freezer overnight prior to installing them. By freezing it makes the bearing smaller and makes installation much easier. Once it thaws out it is locked in place just as it should be.

99 Problems

Last but not least… An old timer once told me, Carpet and Curtains will get you Chrome!

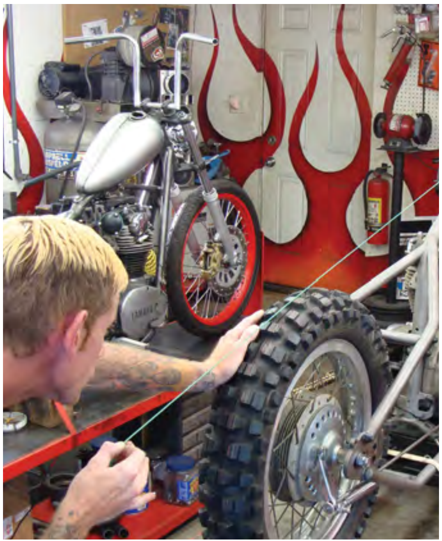
Well there you have it this is the wrap up of 99 problems. I hope you enjoyed them and maybe even learned a thing or two… Thank you to all that have submitted your ideas. If there is something that you would like to see a Tech article on? Please call me or email me with your idea!

If you have any questions, please feel free to call me at the shop anytime 419-576-6812

Daniel Donley
Pandemonium Custom Choppers
Facebook- Pandemonium Custom Choppers
Instagram – pandemoniumc2
info@pandemoniumcustomchoppers.com
www.pandemoniumcustomchoppers.com

Editor's Note: I would be remissed to not add to this article with some thoughts from inside out little organization. "99 Problems" began as a tech series to celebrate Daniel's 00 miles stone with the magazine and I have to say I'm a little sad to see it come to an end. Not only because it puts that milestone for Daniel in the books but for the readers it marks the end of one of the best series we have run. Daniel, bless his soul, is one of the kindest and most honest human beings on the planet and his talent for motorcycle repair and maintenance is the only thing that matches those attributes.

I can still remember the day that I asked him to write tech for the magazine and how intimidated he was



at the idea he would need to present his offering in front of everyone each month. He came through with extra to spare each time and every month his tech article, usually titled “Do It Your Damn Self” became a mantra for garage and shade tree mechanics across the land.

I am proud of Daniel for not only this series but all of his work from the day he started with the magazine and wanted to take a minute to share that with you, his readers and fans. We get so busy here in the pursuit of bringing you the information we are collecting, the opportunities to collect it with each other becomes less as the years go by. I can imagine the months that pass when Daniel and I do little more than an email here and there for his article, he may feel like we aren’t even aware of his work and he may even wonder if anyone is watching what he has done these many years in service to CS Mag. A resounding yes to you my brother, we have watched and hung on every word. Here’s to 100 more articles with your name at the top of them. Than kyou for your friendship and what you bring to our monthly offering. CC-

419-576-6812
Specializing In Custom Parts And Service
For V-Twins & XS650s
BRASS OR NICKEL PEEP
FRSTR TANK
STR TANK
NEW!
FAUCET PETCOCK
CHROME OR BRASS SIGHT GAUGE
PANDEMONIUM BRAKE KIT FOR XS650
NOW OFFERING CUSTOM XS650 ENGINE BUILDING SERVICES SEE WEBSITE
YA-MAMA EXHAUST FOR XS650
XS650 EXHAUST KITS
HOT ROD EXHAUST FOR XS650
PANDEMONIUM
CUSTOM CHOPPERS
WWW.PANDEMONIUMCUSTOMCHOPPERS.COM

SPECTRO® Performance Oils

SPECTRO
Platinum
Heavy Duty
Motorcycle
Full Synthetic
Engine Lubricant
SAE 20w50
Made in the USA especially for V-Twin Motorcycles
1 U.S. Quart / 946 ml
SPECTRO
Heavy Duty
Platinum
6 Speed
Full Synthetic
Transmission
Lubricant GL-5
For Helical and Straight-Cut Gears
SAE 75w140
Made in the USA especially for V-Twin Motorcycles
1 U.S. Quart / 946 ml
SPECTRO
Heavy Duty
Primary
Chaincase Oil
Formulated especially for Harley® Primary Chaincases and Sportster Transmissions
Made in the USA especially for V-Twin Motorcycles
1 U.S. Quart / 946 ml

RUNS COOL. / RUNS QUIET. / SHIFTS SMOOTH.

TESTED

Spectro Heavy Duty Platinum SAE 20w50 engine oil is engineered and blended with 100% Full Synthetic Group IV PAO base stock oils

PURE PAO

TRUSTED

Recommended and used by industry experts, including

Since 1998 BAKER DRIVETRAIN Delivering American power to the pavement

PROVEN

"A quiet transmission for the first time since I bought my '07 Road King! I have tried several oils in my transmission and this is the best bar none!"

★★★★★

SPECTRO Performance Oils

THE BEST OIL ON PLANET EARTH.

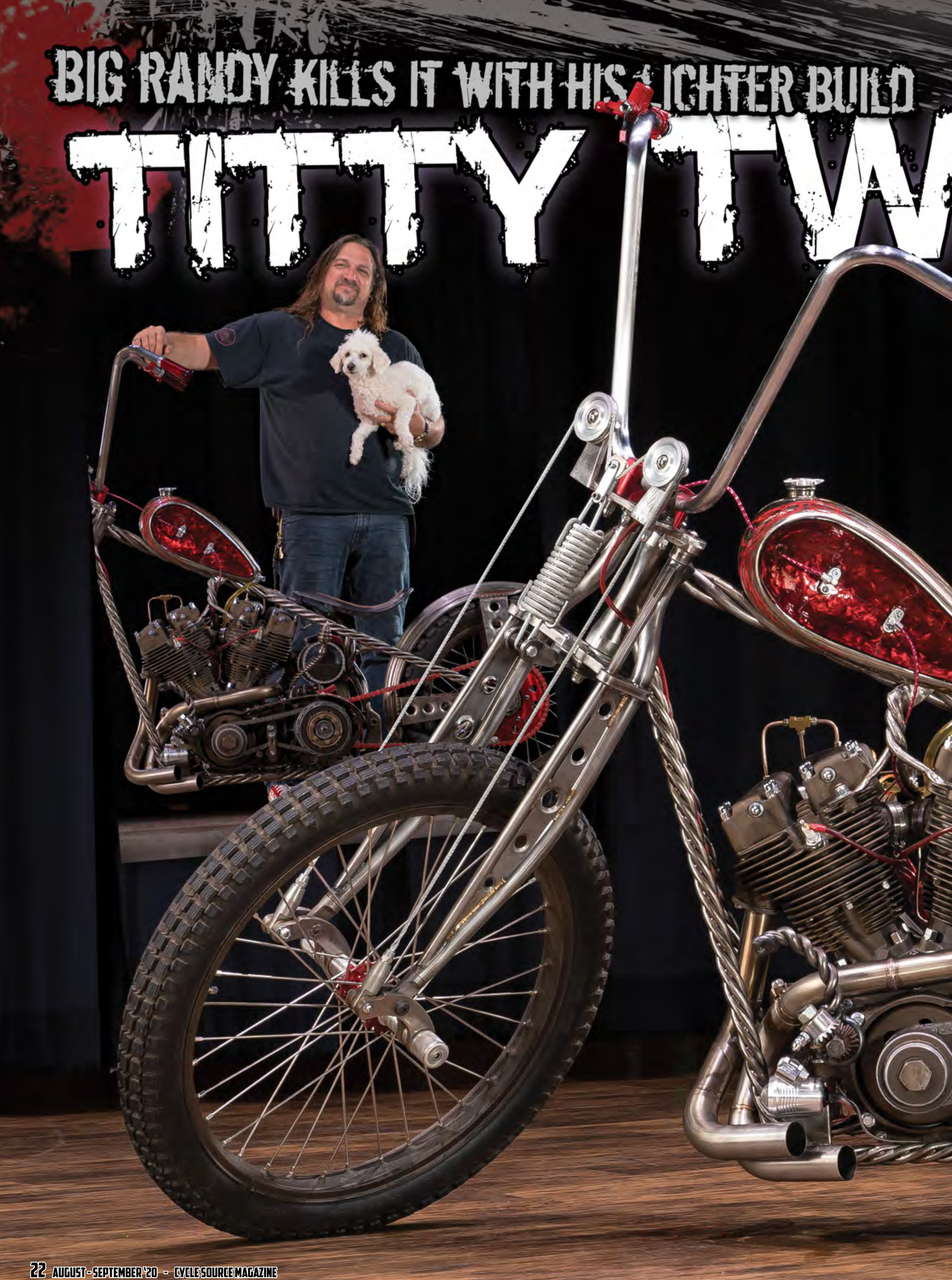
www.spectro-oils.com/hd | 800-243-8645
theoilexperts@spectro-oils.com

@SpectroOils

MADE IN THE USA

BIG RANDY KILLS IT WITH HIS LIGHTER BUILD

TITTY TW



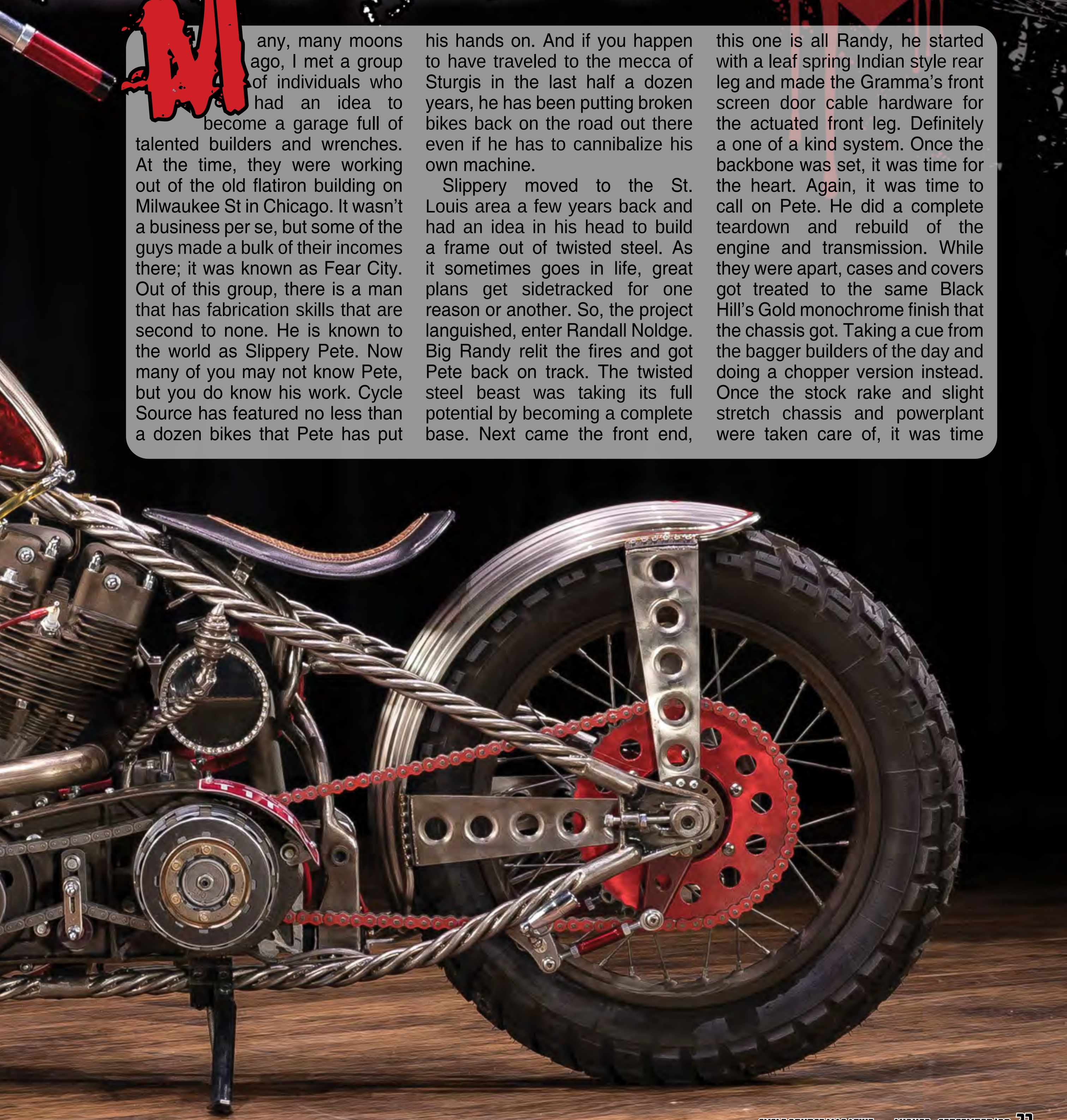
Article By: Milwaukee Mike Photos By: Clyde Thomas Photography

ISTER

BEST PASSION BUILT BIKES OF

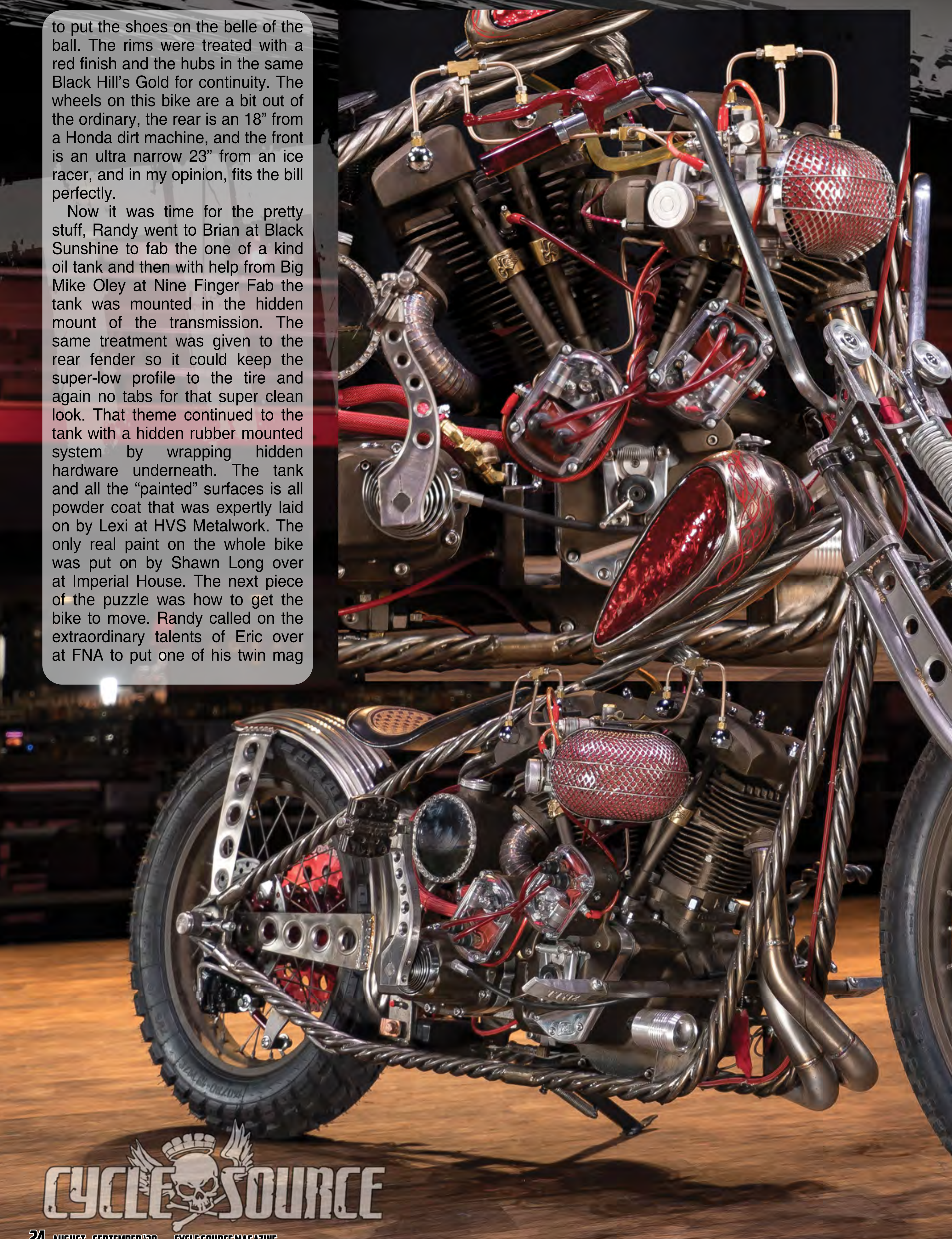
Many, many moons ago, I met a group of individuals who had an idea to become a garage full of talented builders and wrenches. At the time, they were working out of the old flatiron building on Milwaukee St in Chicago. It wasn't a business per se, but some of the guys made a bulk of their incomes there; it was known as Fear City. Out of this group, there is a man that has fabrication skills that are second to none. He is known to the world as Slippery Pete. Now many of you may not know Pete, but you do know his work. Cycle Source has featured no less than a dozen bikes that Pete has put his hands on. And if you happen to have traveled to the mecca of Sturgis in the last half a dozen years, he has been putting broken bikes back on the road out there even if he has to cannibalize his own machine.

Slippery moved to the St. Louis area a few years back and had an idea in his head to build a frame out of twisted steel. As it sometimes goes in life, great plans get sidetracked for one reason or another. So, the project languished, enter Randall Noldge. Big Randy relit the fires and got Pete back on track. The twisted steel beast was taking its full potential by becoming a complete base. Next came the front end, this one is all Randy, he started with a leaf spring Indian style rear leg and made the Gramma's front screen door cable hardware for the actuated front leg. Definitely a one of a kind system. Once the backbone was set, it was time for the heart. Again, it was time to call on Pete. He did a complete teardown and rebuild of the engine and transmission. While they were apart, cases and covers got treated to the same Black Hill's Gold monochrome finish that the chassis got. Taking a cue from the bagger builders of the day and doing a chopper version instead. Once the stock rake and slight stretch chassis and powerplant were taken care of, it was time

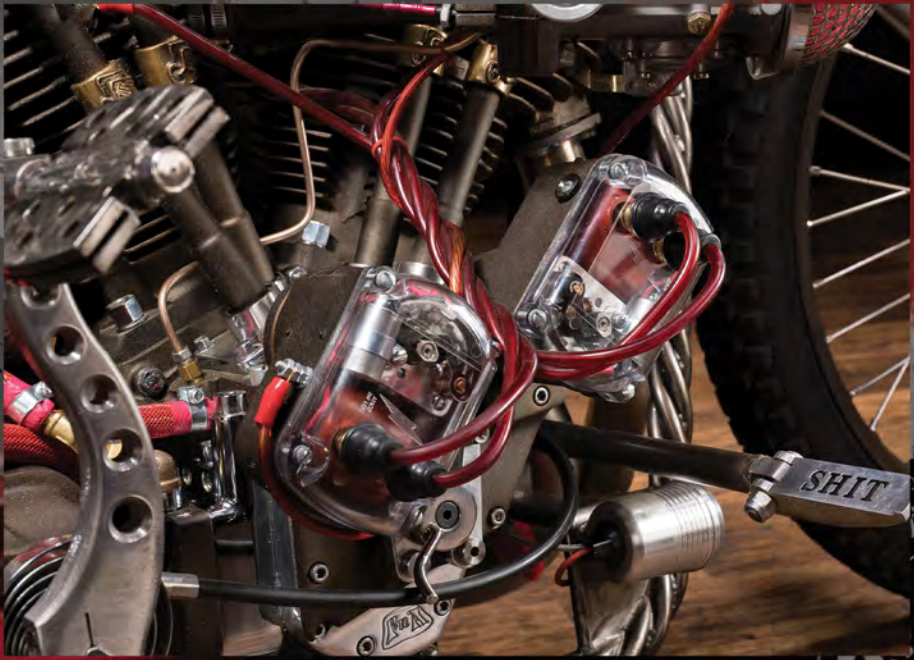


to put the shoes on the belle of the ball. The rims were treated with a red finish and the hubs in the same Black Hill's Gold for continuity. The wheels on this bike are a bit out of the ordinary, the rear is an 18" from a Honda dirt machine, and the front is an ultra narrow 23" from an ice racer, and in my opinion, fits the bill perfectly.

Now it was time for the pretty stuff, Randy went to Brian at Black Sunshine to fab the one of a kind oil tank and then with help from Big Mike Oley at Nine Finger Fab the tank was mounted in the hidden mount of the transmission. The same treatment was given to the rear fender so it could keep the super-low profile to the tire and again no tabs for that super clean look. That theme continued to the tank with a hidden rubber mounted system by wrapping hidden hardware underneath. The tank and all the "painted" surfaces is all powder coat that was expertly laid on by Lexi at HVS Metalwork. The only real paint on the whole bike was put on by Shawn Long over at Imperial House. The next piece of the puzzle was how to get the bike to move. Randy called on the extraordinary talents of Eric over at FNA to put one of his twin mag



setups to provide the fire to the dual throat Dellorto carb to this kick only beast. The hand controls are made out of clear red acrylic by Ryan at Paper Street Customs and sit on top of a set of narrowed 16” mini apes massaged into shape by big Mike of Nine Finger Customs. Mike also welded and fit the custom exhaust together for that oh so right look. The seat is a custom piece by Rich over at Rich Phillips Leather. Both the pan and the leatherwork were handled expertly by Phillips. The lights are a bit of a different setup. The headlight is an Amazon special LED Fog light, and the taillight is a reworked map light out of a Chevy conversion van. But it is all powered by a small anti-gravity flashlight battery and gets



about 12 hours working time on the total loss electrical system. But that is way longer than he ever plans to be on the bike.

For those who aren't aware, this amazing machine was put together for the Michael Lichter show at the Buffalo Chip in Sturgis. This is the 2nd of Randy's bikes that we have featured here at Cycle Source, and I know that there are many more in that fantastic imagination, and we wait with bated breath to see what comes next!

TITTY TWISTER TECH SHEET

OWNER: Randall Noldge
CITY/STATE: St. Louis, MO
BUILDER: Owner
YEAR: 2018
TIME: 6 Months

ENGINE
YEAR: 1976
MODEL: Shovelhead
BUILDER: Slippery Pete
IGNITION: FNA Dual Morris Mag
DISPLACEMENT: 74"
PISTONS: .020 over
HEADS: Dual Plug and Split
CARB: Side Draft 40mm Dellorto
CAM: Andrews B
AIR CLEANER: Mesh
EXHAUST: 9 Finger Fab Zoomies
PRIMARY: Modified Open Chain

TRANSMISSION
YEAR: Early FXR w/Kick conversion
MAKE: H-D Starter removed
SHIFTING: Jockey

FRAME
YEAR: 2018
MODEL: Twisted
RAKE: 30 Degrees
STRETCH: 4 Up

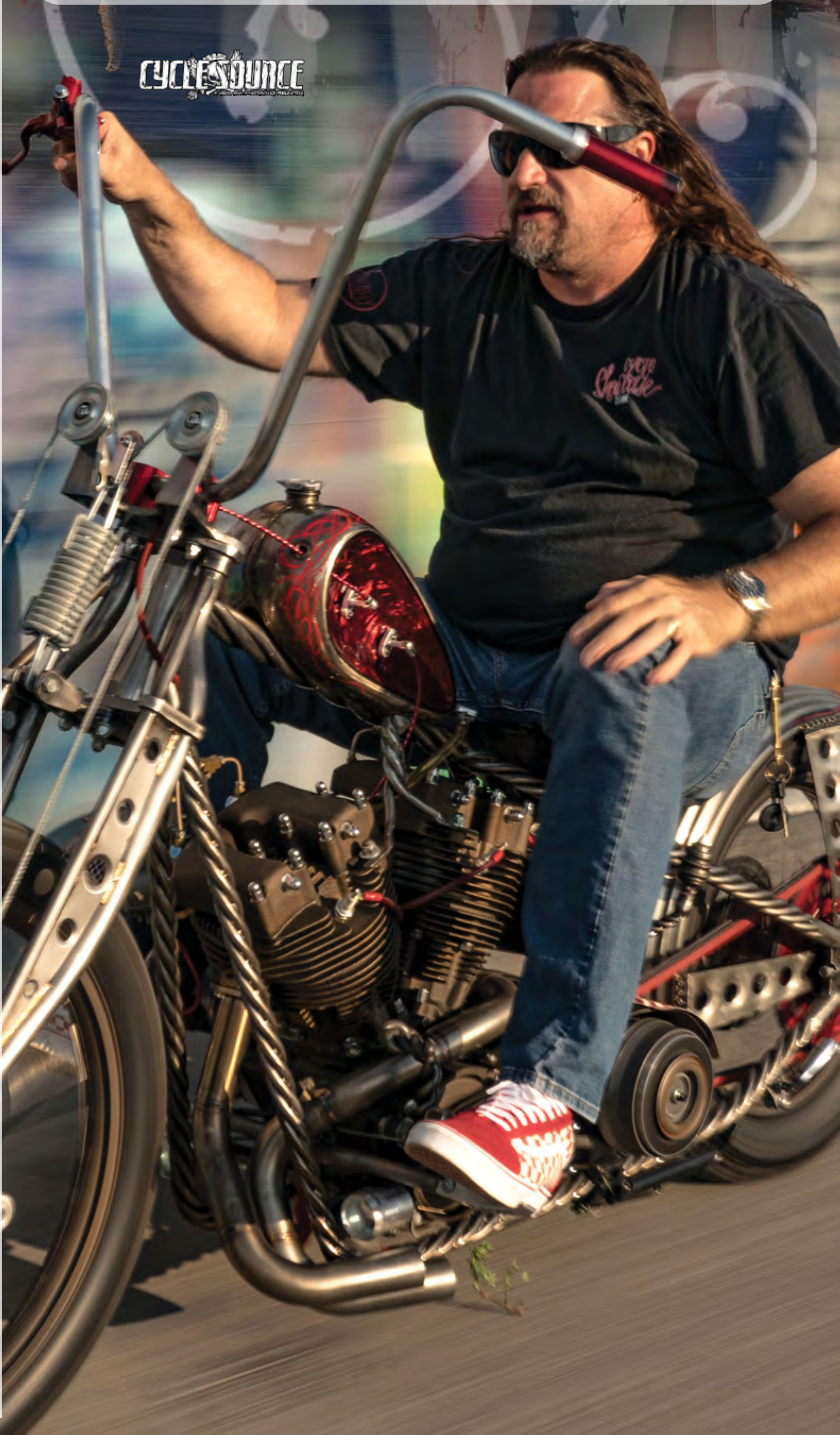
FORKS
BUILDER: Owner Designed
TYPE: Indian Rear legs / Slippery Pete Rockers
TRIPLE TREES: Custom Pulleys & Springs
EXTENSION: 1"

WHEELS
FRONT WHEEL: Narrow Ice Racing Rim Straight Pull Hub
SIZE: 23"
TIRE: Aggressive
FRONT BRAKE:
REAR WHEEL: Honda XR250 w/ Straight Pull Hubs
SIZE: 18"
TIRE: Aggressive
REAR BRAKE: Nissen

PAINT
PAINTER: None
COLOR: Candy Red & Black Hills Gold
TYPE: Powder Coat
GRAPHICS: Imperial House
POWDER COAT: HVS Metal Works

ACCESSORIES
BARS: Tall
RISERS: Dirtbike
HAND CONTROLS: Swapmeet
FOOT CONTROLS: Owner/ 9 Finger Fab
GAS TANK(S): Gumption Garage & 9 Finger Fab
OIL TANK: Black Sunshine Customs
FRONT FENDER:
REAR FENDER: Cooper Smithing/9 Finger Fab Struts
SEAT: Rich Phillips Leather
HEADLIGHT: Little Amazon LEDs
TAIL LIGHT: Chevy Van Map Light
SPEEDO: None

PHOTOGRAPHER: Clyde Thomas Photography



RUSS BROWN
MOTORCYCLE ATTORNEYS

YEAH. WE'RE DIFFERENT FROM MOST LAWYERS.

WE RIDE · WE CARE · WE WIN

THE ORIGINAL ATTORNEYS WHO RIDE™ WITH OVER 40 YEARS EXPERIENCE.
TOUGH LITIGATORS DEDICATED 100% TO MOTORCYCLISTS.

RUSSBROWN.COM

1-800-4-BIKERS

JASON FROM CYCLE STOP USA SCHOOLS ON FUELS

ETHENOL

TECH TIPS AND TRICKS

TREAT THE SYMPTOMS, NOT THE DISEASE

Since this will be my first foray as a member of the Cycle Source family, I would like to take a moment to introduce myself. I am Jason Hallman, and together with my family, we own Cycle Stop USA in Lakeland, Florida. We are a full-service motorcycle repair and customization shop, also the largest shop of this type in our area, and I am a second-generation bike builder. My father Rick (who passed in September of 2018) was a custom bike builder in the ’70s & ’80s. His motorcycles were shown in the Midwest and [mostly] Detroit. In 2003 we opened our first professional shop. 2010 saw us make the move to Florida and start our current enterprise Cycle Stop USA in April of that same year.

I told you all of that so that I could tell you this; the motorcycle business is very different here in Florida. Due to the different climate (ahem’ humidity), we had to make some quick adjustments to learn those changes. The most significant change was the humidity. Sounds simple right? Well, I have to tell you that we didn’t see the type of fuel contamination in Michigan that we saw upon our arrival in the Sunshine State. Somehow, the humidity and the Ethanol in the gasoline didn’t play well together.

Ethanol can be a bitch, and we learned immediately that motorcycles left sitting for too long were damaged as a result of this silent fuel contaminant. With no real knowledge of what Ethanol is and the damage it can do to your fuel system, it is nearly impossible to prevent future damage even when prudent

SENTRY
NEW TECHNOLOGY FUEL TREATM
GAS PLUS TREATM
MARINE/SD FORMULA
• Rated #1 for Ethanol Blend
• Eliminates ALL Fuel/Water P
• Cleans Injectors and Fuel S
• Stabilizes/Restores Fuel
USE IN ALL 2 AND 4 STROKES
Treats up to 20 Gallons
8 fl. oz. (236 ml)

Article & Photos By: Jason Hallma

SENTRY
NEW TECHNOLOGY FUEL TREATMENTS
GAS PLUS TREATMENT
MARINE/SD FORMULA
32 fl. oz. (946 ml)

is “hygroscopic,” which means that it absorbs water from the atmosphere. Our pump-gasoline contains up to 10% (or more) of this compound. Why is this a big deal, you ask? Well, the fuel systems on motorcycles are vented to the atmosphere, so there is plenty of moisture in the air to absorb.

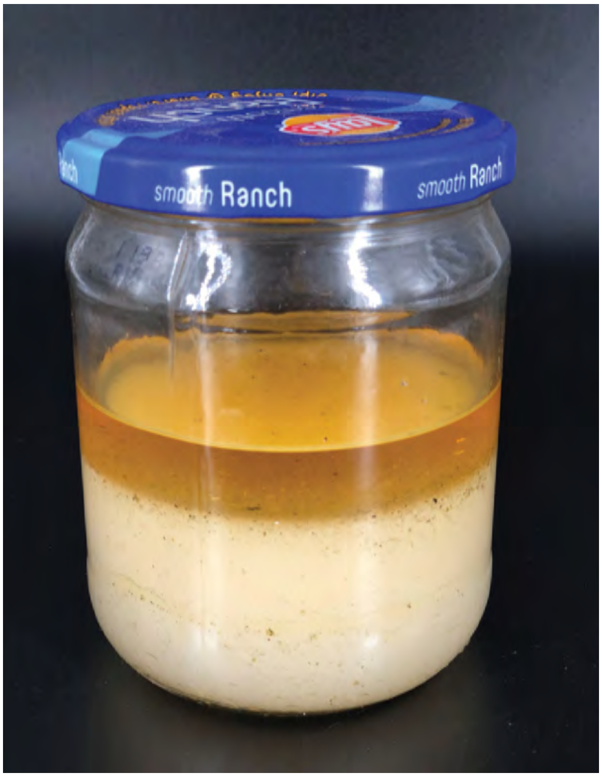
Have you ever sat down at a nice Italian restaurant and noticed the bottle of vinegar and oil contents separated? This is a phenomenon called “phase separation.” Before you pour a little on your plate and “pepper” in some herbs (who here doesn’t like a little oregano?) and dip your bread in, what do you do? You shake it, right? Well, gasoline and Ethanol are similar in that they too will separate. When that happens, the Ethanol goes to work absorbing water in the atmosphere and contaminates our fuel systems.

For decades there have been fuel stabilizers on the market. Most all of them worked as expected prior to the introduction of Ethanol to our fuels. Now that Ethanol is so prevalent we have three problems:

1-Ethanol is “hygroscopic.”

2-Our fuel systems are vented to the atmosphere

3-Phase separation occurs when Ethanol is in your fuel



When you are riding your motorcycle every day or even every week, you are typically using fuel at a rate faster than Ethanol can contaminate it. Even the small bit of moisture in your fuel tank when it gets low is really of no consequence when you ride often. Therefore those of us that ride often do not have the issue of phase separation, creating an ideal environment for fuel to contaminate from phase separation.

I love the phrase “treat the symptoms, not the disease.” I hear it on the nightly news all the time. It is almost a catchphrase these days. What does it mean? It means, in short, to treat the outcome of a problem rather than cause. In our case, it would mean…treat the water in the fuel, not the cause of the water in the fuel. Since most fuel treatments that we grew up using (effectively I might add) are petroleum-distillate based, they do nothing to prevent phase separation or the cause of the water in the fuel (Ethanol). Also, since in-ground fuel tanks at fuel stations are just giant versions of our motorcycle fuel tanks, it is only

Indian PARTS SINCE 1988
KIWI Indian MOTORCYCLES
CASES
COMPLETE MOTORS
E-Z RELEASE CLUTCH
INDIAN/HARLEY K&N AIRFILTER
COMPLETE CYLINDER SET (SOLD IN PAIRS)
BONNE CAMS/ FOLLOWERS
FLYWHEEL & RODS
LEAF SPRING FORKS
HD TIE-DOWN ANCHOR
REPLICA TANKS
EXACT REPLICA FRAMES
IN TANK OIL FILTER
ELECTRIC STARTERS
6/12V CE GENERATORS
COMPLETE WHEELS
KiwiIndian.com
951.780.5400
Riverside, CA

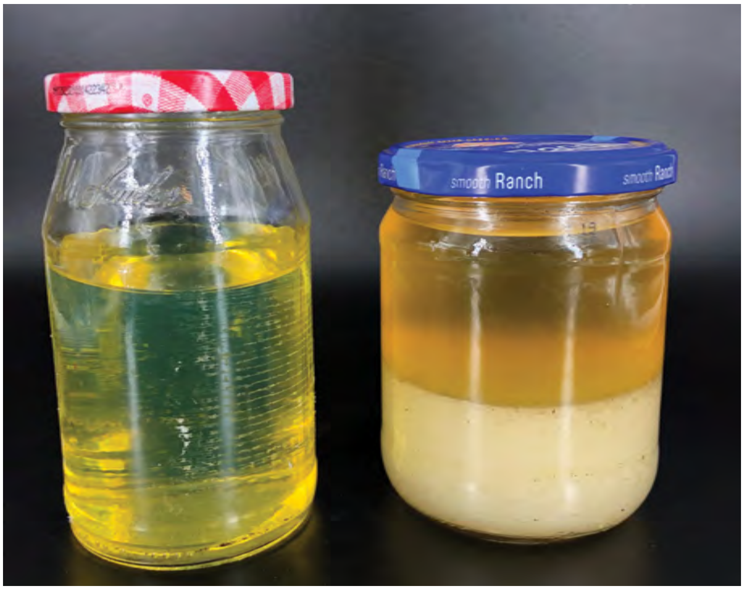
Stay ahead with our Curves...
Tech
Just one of MANY different combinations...
#1 Rated Starters!
*Motorplates can be supplied with a 2" or 3" Cyclone Primary Drive
Tornado Starters Available for All H-D Models
'07-Up Contoured Motorplate
Panhead Electric Start Kit - Keep your stock tins and trans
WWW.TECHCYCLE.COM
215.702.8324

logical that the same issues can occur in the storage of the fuel long before we purchase it.

What we need is something that prevents Phase-separation altogether. To do that, we have to start fresh with a product that isn't petroleum-distillate based like the most popular fuel system treatments we've always used.

When we first moved to Florida, we relied on the old stand-by's, you know, the ones we all grew up with that worked fine in the "good ol' days." The issue was that unless our customers knew where to acquire Ethanol-free fuel, the problem kept recurring over and over. More than once, we rebuilt a carburetor, flush, and line a fuel tank, only to have the motorcycle brought back six-months later with the same fuel it left our shop with in the tank, and only 25 or so miles on the clock since the repair. We needed something and fast.

Enter Sentry fuel treatment. Sentry is non-petroleum distillate-based fuel treatment product made right here in Florida about 45-minutes from our shop. We have relied on this product to not only increase effective octane ratings and prevent phase separation completely but it also burns super clean and leaves behind a lubricant as a by-product of combustion that not only lubricates your valves and guides… but also burns clean! Here is the best part, aside from preventing phase separation, Sentry also turns water into a combustible fuel. By emulsifying water particulates in the fuel, any small amounts of water that would normally be in your system are turned into fuel and burned with the other gasoline in the tank.



Sentry offers its fuel treatment in 8 ounce and 32-ounce bottles. The 8-ounce bottle treats 20-gallons, and the 32-ounce bottle treats up to 200 gallons, so a little treatment goes a long way.

Cycle-Resources:
Sentry Fuel Treatment
4442 Morris St N
St. Petersburg, FL 33714
727-521-6131
www.buysentry.com

Cycle Stop USA
835 Creative Dr
Lakeland, FL 33813
813-754-2959
www.cyclestopusa.com

Rushhour Racing Brakes
SpeedKing Racing
JEFF COCHRAN'S
Signature Series Adjustable Swingarm Kits
ALSO
FORWARD CONTROLS
BELTDRIVE KITS
SPRINGER FORKS
SOLO SEATS
JOCKEY KITS
T-SHIRTS/HATS
CUSTOM EXHAUST
GAS TANKS
BARS
Oil Tanks For Antigravity Small Case Batteries
DropSeat Swingarm Kits
Weld On HardTail Kits
CUSTOM BUILDS WITH REALISTIC BUILD TIMES
★ SEND ME ★ YOUR FRAME PACKAGES
DROPSEAT CONVERSION INSTALLATION
HARDTAIL CONVERSION INSTALLATION
COMPLETE OR PARTIAL MOCK UP WITH YOUR FRAME
CUSTOM SIGNATURE SWINGARM KITS
DUAL BRAKE KITS INSTALLED
CUSTOM LENGTH FRONT ENDS
CUSTOM FENDER AND STRUTS INSTALLATION
FOLLOW ME ON INSTAGRAM FOR SPECIAL DEALS
SPEEDKINGRACING
MILITARY DISCOUNTS
ENGINES
ALTHORIZED DEALER
WWW.SPEEDKINGRACING.COM

Go wherever the road takes you.
Whether you were born half-man, half-motorcycle
or just born to ride, there's America's #1 motorcycle insurer.
PROGRESSIVE
1.800.PROGRESSIVE | PROGRESSIVE.COM

Progressive Casualty Ins. Co. & affiliates.

ASBURY'S BEACH TOWN BREAKDO

CHEAP T

WN

RILLS '20

Article & Photos By: Daniel N. Venditto

Once again, Walter and Dusty killed it with the annual Cheap Thrills show and swap in Asbury Park, NJ. A well-known music and beach town, Asbury Park is home to the popular Asbury Park Convention Hall located directly on the busy boardwalk. Short of a few dog walkers and bicyclists riding right through the hall, not much is happening here on this cold February weekend until Cheap Thrills arrives.

The weekend started with load-ins early Friday night followed by a pre-party at the local favorite Bond Street Bar, where the rad bands Dead Things, Grave Bathers, and Sunshine Spazz were featured. Early Saturday morning, the majority of the bikes arrived, and by 10:00 am the party started. It was impressive to see such a great turnout on a cold, mid-winter morning, especially so early. The main entrance of the convention hall filled up quickly with spectators of every age and background that were all waiting to get a close-up of the bikes that were lined up just ahead.

The large, open hall behind the main entrance was the location for the busy swap meet. It was packed with parts vendors, and was a great place to locate that rare part for the chopper or restore you've been working on all winter. The main stage of this huge hall featured some badass tattoo artists. On the second floor, soft goods and small part vendors lined the perimeter of the building. They featured clothing, accessories, artwork, and photography. The second floor also offered a great view of the swap

Cheap Thrills

meet below, as well as a clear view of the beach and ocean right outside of the convention hall. Crowded most of the day, the show came to an end with Walter announcing the winners. Shortly after trophies were handed out, the packing up began. As the bikes and vendors rolled out, it was easy to see how much time and work everyone puts into this yearly event. Between Walter and Dusty organizing the event and all of the builders rushing to get their bikes done in time for the show, it's motivating to see what can be accomplished.

After everyone filed out and the venue calmed down, the party continued at the dive bar, The Saint with bands Mother Iron Horse, Dutchguts, and Gristmill. Although the bands didn't play until the bar closed after parties were going all night at many random hotels…good times, from what I remember.

Make sure to follow Cheap Thrills for dates and times for next year's show, as well as promotions and updates, @cheapthrillsnj or www.cheapthrillsshow.com.

Cheap Thrills

DUANE BALLARD CUSTOM LEATHER
★ WWW.DBCUSTOMLEATHER.COM ★
DB

Custom Motorcycle Seats,
Handcrafted Leather Goods,
and Motorcycle Accessories

Handtooled Wallets & Belts

DBCUSTOMLEATHER.COM
603-781-7505

@DUANEBALLARD
DUANEBALLARDCUSTOMLEATHER

- Daytona Beach area's #1 Studio
- Custom and freehand designs
- Two decades of great tattoos
- State certified sterile condition
- Free consultation • Open 7 days

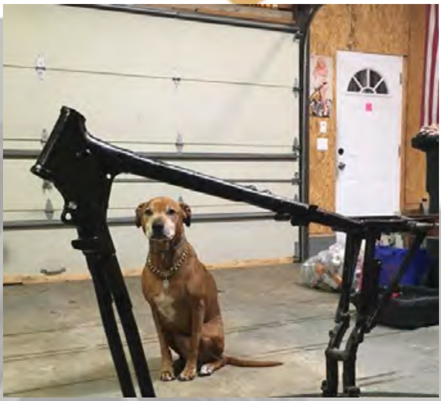
Willie's Tropical Tattoo
T-SHIRTS
CHOPPER TIME
God • Country • Freedom
We the People
WILLIES ORIGINAL CHOPPER TIME
I'm Not Your Role Model

Open 7 Days • 11am to 10pm • 386-672-1888 • 825 S. Yonge St. (US1)
Ormond Beach, FL 32174 Just a Lil' North of Daytona

www.tropicaltattoo.com

SHOP DOGS
#CSMSHOPDOG

@FISHTANKWHISKY - FOX



@OLDHABITSGARAGE

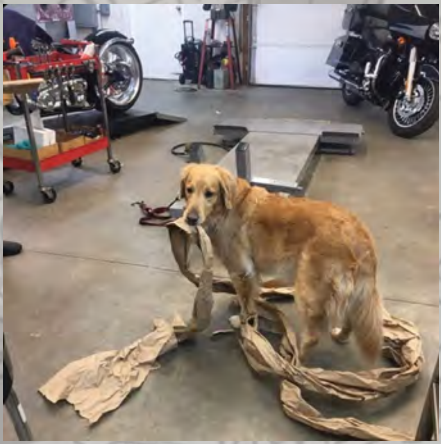
@SWAPMEETCO74 - MILLY

@JFOX2211 - OTIS B

@JEFFMUSAT - ERNIE

@EASY_WIND

@MISHCHADWICK



@KEOWEEMOTORCYCLE - PEARL

@VINTAGEKULTURE - MECO

@JEFF.WOLF.108 - BRADLEY

@M_CLANCY_

@TIMVRTISKA - POKEY

@DEREKHHOLWELL - DAHLIAS

@PHANTOMS.PINEVALLEY.FARMBEAN MACHINE

@DAKATTACK96

@JOHNNYBOY_SHOVELHEAD - MISFIT

Subscribe Today And Save!

12 Issues ~~$71.88~~ $30.00

YES! Send Me A Year (12 Issues) Of Cycle Source For Only $30.00

NAME ______________________

ADDRESS ______________________

CITY ______________ STATE ______ ZIP ______

FREE DIGITAL ISSUE/E-MAIL: ______________________

Please make check or money order payable to: Cycle Source mail to: Cycle Source Magazine 118 Dellenbaugh Rd. Tarentum, PA 15084 **ALLOW 4-6 WEEKS FOR DELIVERY OF FIRST ISSUE**

www.cyclesource.com

AUGUST/SEPTEMBER 2020 SOURCE OF THE MONTH PIN-UP

CHAOS CYCLE
SPEED
CUSTOM
Firestone

Photographer: Mark Velazquez | Model: Kristina Amato | Bike: Chaos Cycles

TWISTED CHOPPERS

TWISTEDCHOPPERS.COM

MID MOUNT FOOT CONTROL ADAPTER KIT **INDIAN® SCOUT**

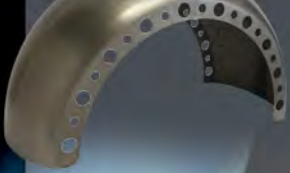
$159.99 – $179.99

BACKDRAFT SLASHCUT EXHAUST HEADER **INDIAN® SCOUT**

$419.99 – $694.99

MID MOUNT FOOT CONTROL ADAPTER KIT **INDIAN® SCOUT**

$159.99 – $179.99



SPEED HOLES
REAR FENDER

LED HALO LIGHT
FORGED - IN BLACK

FWD CONTROL ADAPTER
SPORTSTER TO SOFTAIL

BEARING SUPPORT
SPORTY WIDE TIRE

SOFTAIL REAR
BRAKE

PURE AMERICAN METAL

ACCESSORIES FOR HARLEY-DAVIDSON®, INDIAN® & CUSTOM MOTORCYCLES

INFO@TWISTEDCHOPPERS.COM TWISTEDCHOPPERS.COM 605.498.0105

KING BEE KUSTOMS SPORTY CHOP

AROUND MI

They say that the apple does not fall far from the tree. In most cases, this can be very true, and when we talk about how this can affect the bond between a father and son, I like to think of myself and my own dad, who is no longer with us and how life can indeed come full circle.

I say this because this story is about more than just a bike. It is a very short look into a relationship between a father and son where the lines will not be drawn hard but will be right under your nose.

Keane Cooper lives in Wayland, Michigan, where the summers can be short and the winters long and cold. I met Keane through his dad, Brandon, who is a fantastic engineer and who, over the years, has had several bikes shot and featured by me. Brandon has become part of my yearly Daytona Bike Week experience. During the winters, I will get images of his next build, and when we had time, we would talk about bikes and the world outside.

So, I think it was about two years ago that Brandon told me that he would be bringing his son to Daytona that year. That would, of course, be Keane. During that first meeting, Keane was a very quiet-spoken young man who was riding a killer band new Road King. I was swamped as always that week, so I did not get to spend that much time with either of them, but over that winter, I told them both that next Daytona we would ride!

So as the winter kicked in, Brandon began to show me images of his next build, which I will not mention here. At that time I was more interested in the fact that I was making plans for some downtime so we could all get some rubber on the road. And this is where the cool part of this story begins.

So here we were, Daytona 2020! Once I arrived and got settled in, I made plans to shoot up to Destination to have dinner with these two and figure out our game plan for the week. I still had to shoot, but we were riding

Article And Photos By:Mark Velazquez

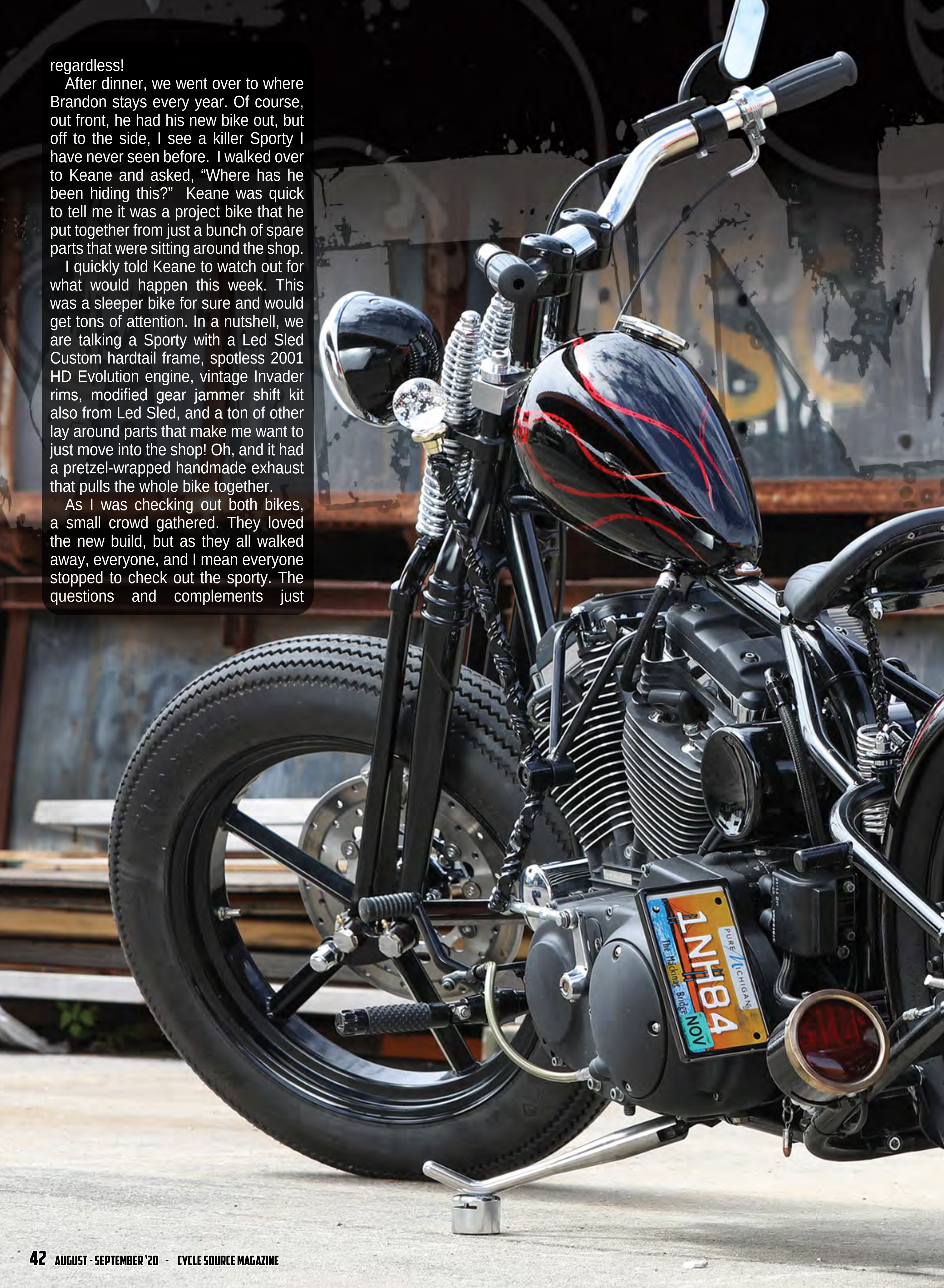
DNIGHT

regardless!

After dinner, we went over to where Brandon stays every year. Of course, out front, he had his new bike out, but off to the side, I see a killer Sporty I have never seen before. I walked over to Keane and asked, “Where has he been hiding this?” Keane was quick to tell me it was a project bike that he put together from just a bunch of spare parts that were sitting around the shop.

I quickly told Keane to watch out for what would happen this week. This was a sleeper bike for sure and would get tons of attention. In a nutshell, we are talking a Sporty with a Led Sled Custom hardtail frame, spotless 2001 HD Evolution engine, vintage Invader rims, modified gear jammer shift kit also from Led Sled, and a ton of other lay around parts that make me want to just move into the shop! Oh, and it had a pretzel-wrapped handmade exhaust that pulls the whole bike together.

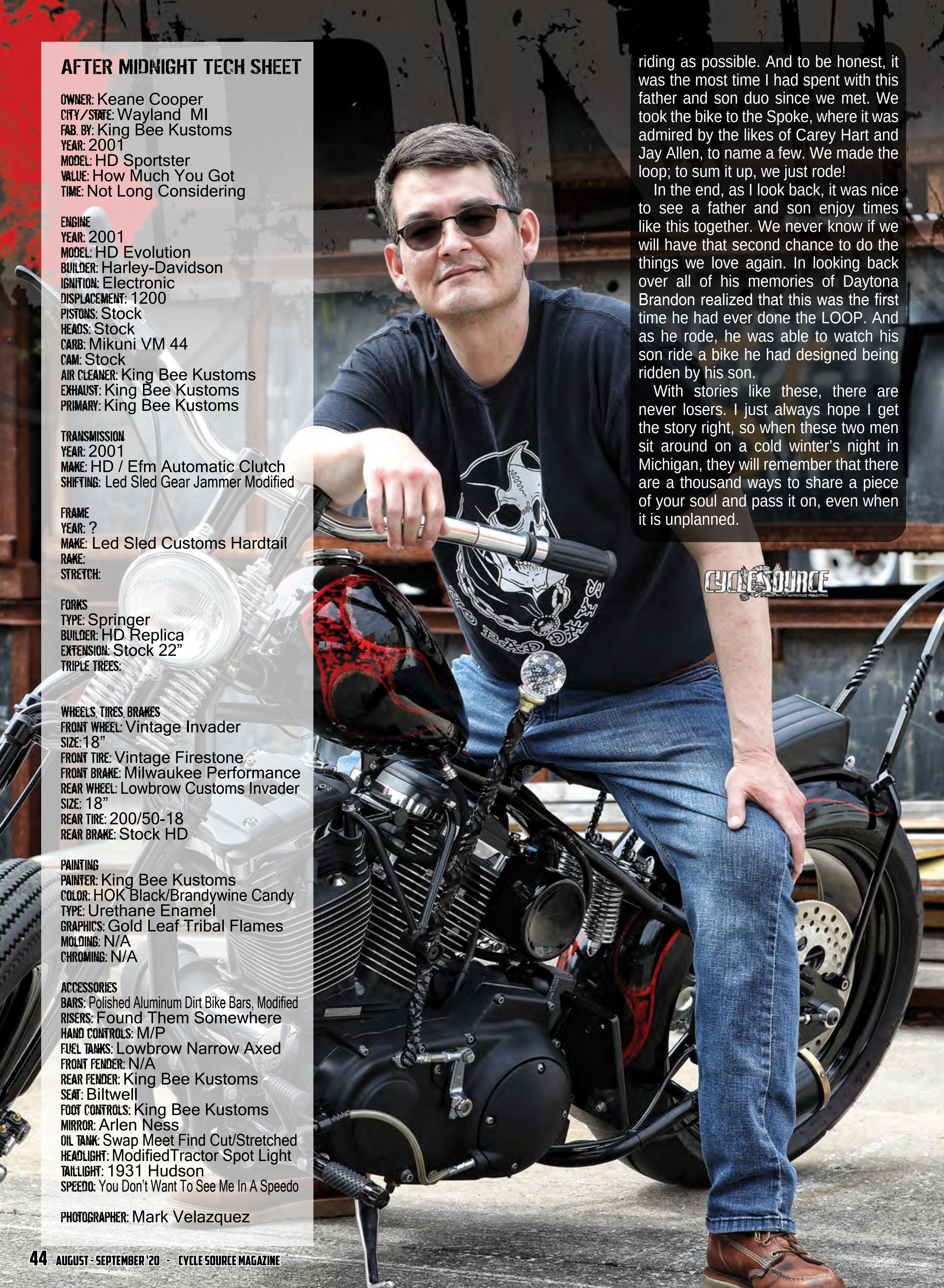
As I was checking out both bikes, a small crowd gathered. They loved the new build, but as they all walked away, everyone, and I mean everyone stopped to check out the sporty. The questions and complements just



poured out. All I could do is shrug my shoulders and say you have two winners, and even though it was not on my shoot list I knew I would was shoot this ride, approved or not. I was not going to let the competition grab this bike and let it sit for nine months.

As the week went on, I was not aware of some of the magic moments this bike graced all of us with. This trip was really the break-in of the bike as you see it now. I remember as I was shooting Brandon's other bike, I looked over at Keane and remember saying. "That bike is all you!" Now granted, at that time the bike was not actually his. But as I found out later from Keane saying those words helped put the icing on the cake because now he is the proud owner of the bike and talks about keeping it in the family. This one will be here to stay.

Keeping to my word, we did as much



riding as possible. And to be honest, it was the most time I had spent with this father and son duo since we met. We took the bike to the Spoke, where it was admired by the likes of Carey Hart and Jay Allen, to name a few. We made the loop; to sum it up, we just rode!

In the end, as I look back, it was nice to see a father and son enjoy times like this together. We never know if we will have that second chance to do the things we love again. In looking back over all of his memories of Daytona Brandon realized that this was the first time he had ever done the LOOP. And as he rode, he was able to watch his son ride a bike he had designed being ridden by his son.

With stories like these, there are never losers. I just always hope I get the story right, so when these two men sit around on a cold winter's night in Michigan, they will remember that there are a thousand ways to share a piece of your soul and pass it on, even when it is unplanned.

AFTER MIDNIGHT TECH SHEET

OWNER: Keane Cooper
CITY/STATE: Wayland MI
FAB. BY: King Bee Kustoms
YEAR: 2001
MODEL: HD Sportster
VALUE: How Much You Got
TIME: Not Long Considering

ENGINE
YEAR: 2001
MODEL: HD Evolution
BUILDER: Harley-Davidson
IGNITION: Electronic
DISPLACEMENT: 1200
PISTONS: Stock
HEADS: Stock
CARB: Mikuni VM 44
CAM: Stock
AIR CLEANER: King Bee Kustoms
EXHAUST: King Bee Kustoms
PRIMARY: King Bee Kustoms

TRANSMISSION
YEAR: 2001
MAKE: HD / Efm Automatic Clutch
SHIFTING: Led Sled Gear Jammer Modified

FRAME
YEAR: ?
MAKE: Led Sled Customs Hardtail
RAKE:
STRETCH:

FORKS
TYPE: Springer
BUILDER: HD Replica
EXTENSION: Stock 22"
TRIPLE TREES:

WHEELS, TIRES, BRAKES
FRONT WHEEL: Vintage Invader
SIZE: 18"
FRONT TIRE: Vintage Firestone
FRONT BRAKE: Milwaukee Performance
REAR WHEEL: Lowbrow Customs Invader
SIZE: 18"
REAR TIRE: 200/50-18
REAR BRAKE: Stock HD

PAINTING
PAINTER: King Bee Kustoms
COLOR: HOK Black/Brandywine Candy
TYPE: Urethane Enamel
GRAPHICS: Gold Leaf Tribal Flames
MOLDING: N/A
CHROMING: N/A

ACCESSORIES
BARS: Polished Aluminum Dirt Bike Bars, Modified
RISERS: Found Them Somewhere
HAND CONTROLS: M/P
FUEL TANKS: Lowbrow Narrow Axed
FRONT FENDER: N/A
REAR FENDER: King Bee Kustoms
SEAT: Biltwell
FOOT CONTROLS: King Bee Kustoms
MIRROR: Arlen Ness
OIL TANK: Swap Meet Find Cut/Stretched
HEADLIGHT: ModifiedTractor Spot Light
TAILLIGHT: 1931 Hudson
SPEEDO: You Don't Want To See Me In A Speedo

PHOTOGRAPHER: Mark Velazquez

Faith Forgotten Choppers

Ready for A Shop That Can Take Your Bike To

Another Level

812-270-4140

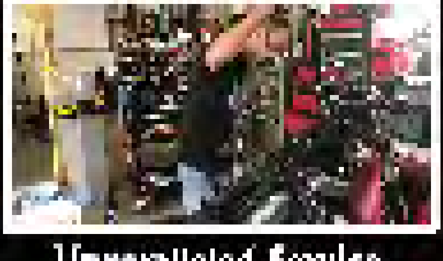
Proud Manufacturer Of

Custom Built

Quality Frames Made With USA Material

World Class Performance

Complete Line of Parts



Unparalleled Service

SEE OUR COMPLETE LINE OF PARTS ONLINE • FAITHFORGOTTEN.COM

Full Throttle Saloon Old School Chopper Show

14TH ANNUAL

MONDAY AUG 10TH - 2020

Free RIDE-IN BIKE SHOW MONDAY AT → Full Throttle Saloon

Free registration, Free entry, Free prizes, Free give-aways

REGISTRATION 9-NOON, SHOW NOON-4PM, NO CLASSES OR CATEGORIES, ALL BIKES WELCOME

SPONSORED BY:

CYCLESOURCE

DRAG Specialties

TOCE Performance

STEVENSON'S CYCLE SINCE 1969

HARBOR FREIGHT
QUALITY TOOLS AT RIDICULOUSLY LOW PRICES
Shop When You Need To Online & In-Store

SUPER COUPON
PITTSBURGH MOTORCYCLE
1000 lb. Steel Motorcycle Lift
(1159)
Diamond plate steel platform and ramp
Three position tire vise opens to 6-1/8"
Removable steel ramp with dual mount pins for security
7" Wide tire stop
Heavy duty hydraulic pump lifts 1000 lbs. to a max. height of 29.5"
Integrated leg-lock for safe operation
$349.99
~~$449.99~~
Save $560
Compare to Black Widow BW-1000A $909.99
ITEM 69904/68892 shown
Use Online & In-Store
23773760
LIMIT 1 - Exp. 8/15/20*

WOW SUPER COUPON
SAVE 81%
PITTSBURGH
4-in-1 Screwdriver
(7508)
LIFETIME WARRANTY
WOW 74¢
~~$1.99~~
Compare to HDX 120SD120 $3.97
LIMIT 3
ITEM 39631 69470 61988 shown
Use Online & In-Store
23774729
Exp. 8/15/20*

SUPER COUPON
20% OFF
ANY SINGLE ITEM*
Use Online & In-Store
23771764
Limit 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discount, coupon or any of the following items or brands: Inside Track Club membership, Extended Service Plan, gift card, open box item, 3 day Parking Lot Sale item, compressors, floor jacks, power stations, safes, storage cabinets, chests or carts, trailers, welders, Admiral, Ames, Atlas, Bauer, Central Machinery, Cobra, CoverPro, Daytona, Diamondback, Earthquake, Fischer, Hercules, Icon, Jupiter, Lynxx, Poulan, Predator, Tailgater, Viking, Vulcan, Zurich. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 8/15/20.

SUPER COUPON
HaulMaster
(5717)
72" x 80" Moving Blanket
$5.99
~~$8.99~~
Save 70%
Compare to Blue Hawk 77280 $19.99
ITEM 69505 62418 64537 shown
Use Online & In-Store
23778610
LIMIT 4 - Exp. 8/15/20*

SUPER COUPON
CEN-TECH
(1225)
12v Deluxe Battery Maintainer and Float Charger
$14.99
~~$21.99~~
Save 62%
Compare to Battery Tender 022-0192 $39.99
ITEM 61911 63161 62813 shown
Use Online & In-Store
23787193
LIMIT 4 - Exp. 8/15/20*

SUPER COUPON
PITTSBURGH MOTORCYCLE
(265)
Heavy Duty Chain Breaker
$9.99
~~$15.99~~
Save 50%
Compare to Tru-Pitch PE2560 $19.99
ITEM 66488
Use Online & In-Store
23792561
LIMIT 4 - Exp. 8/15/20*

SUPER COUPON
PITTSBURGH
(707)
18 Piece SAE and Metric T-Handle Ball End Hex Key Set
LIFETIME WARRANTY
$12.99
~~$17.99~~
Save 59%
Compare to Husky HTHKSM14PCN $32.10
ITEM 63167 63166 shown
Use Online & In-Store
23797447
LIMIT 4 - Exp. 8/15/20*

SUPER COUPON
HaulMaster
(3295)
Solid Rubber Wheel Chock
$4.99
~~$7.99~~
Save 71%
Compare to Maxxtow MNT70072 $17.46
ITEM 69326 69853/56891 96479 shown
Use Online & In-Store
23800624
LIMIT 4 - Exp. 8/15/20*

SUPER COUPON
PITTSBURGH AUTOMOTIVE
(914)
Mechanic's Roller Seat
$19.99
~~$27.99~~
Save 60%
Tools sold separately.
Compare to ACDELCO 34803 $49.99
ITEM 61653 3338 shown
Use Online & In-Store
23802476
LIMIT 4 - Exp. 8/15/20*

SUPER COUPON
PITTSBURGH
(3488)
Click-Type Torque Wrenches
YOUR CHOICE
LIFETIME WARRANTY
$9.99
~~$19.99~~
Save 88%
Item 239 shown

DRIVE	ITEM
1/4"	61277/63881/2696
3/8"	61276/63880/807
1/2"	62431/63882/239

Compare to Husky H2DTWA $89.97
Use Online & In-Store
23834469
LIMIT 4 - Exp. 8/15/20*

SUPER COUPON
CHICAGO ELECTRIC POWER TOOLS
(4624)
6 AMP Variable Speed Reciprocating Saw
$19.99
~~$27.99~~
Save 66%
Blade sold separately.
Compare to Porter-Cable PCE360 $59.98
ITEM 65570 61884/62370 shown
Use Online & In-Store
23809177
LIMIT 3 - Exp. 8/15/20*

SUPER COUPON
U.S. GENERAL SERIES 2
(1157)
30", 4 Drawer Tech Cart
Side tray sold separately.
$149.99
~~$199.99~~
YOUR CHOICE OF 6 COLORS
Save $730
Compare to Snap-on Blue-Point KRBC10TBPC $880
ITEM 56387, 56393 64096, 56392, 56386, 56394
Use Online & In-Store
23839514
LIMIT 1 - Exp. 8/15/20*

SUPER COUPON
PITTSBURGH MOTORCYCLE
(761)
Motorcycle Stand/ Wheel Chock
$49.99
~~$62.99~~
Save $230
Compare to Baxley FCYSTAM1102 $279.99
ITEM 61670 97841 shown
Use Online & In-Store
23814887
LIMIT 2 - Exp. 8/15/20*

SUPER COUPON
200 Lumen LED Super Bright Flip Light
(5711)
$1.99
~~$3.99~~
Save 60%
Compare to Promier SW-SWITCH-12/24 $4.99
ITEM 64189 64723 63922 shown
Use Online & In-Store
23823664
LIMIT 4 - Exp. 8/15/20*

SUPER COUPON
PITTSBURGH MOTORCYCLE
(326)
Dirt Bike Stand
$24.99
~~$32.99~~
Save 50%
Compare to Black Widow MX-STAND-ALUM-LITE $49.99
ITEM 67151
Use Online & In-Store
23825625
LIMIT 2 - Exp. 8/15/20*

SUPER COUPON
PORTLAND
(5446)
1750 PSI Electric Pressure Washer
$79.99
~~$99.99~~
Save $94
Compare to Briggs & Stratton 20600 $174.44
ITEM 63255 63254 shown
Use Online & In-Store
23845248
LIMIT 2 - Exp. 8/15/20*

SUPER COUPON
CENTRAL PNEUMATIC
(2463)
20 oz. Gravity Feed Air Spray Gun
$9.99
~~$15.99~~
Save 80%
Compare to Husky H4840GHVSG $49.99
ITEM 67181 62300 47016 shown
Use Online & In-Store
23847168
LIMIT 4 - Exp. 8/15/20*

SUPER COUPON
HaulMaster
(369)
400 lb. Receiver-Mount Motorcycle Carrier
$99.99
~~$129.99~~
Save $90
Compare to Ultra-Tow 365378 $189.99
ITEM 62837
Use Online & In-Store
23848728
LIMIT 2 - Exp. 8/15/20*

SUPER COUPON
PITTSBURGH AUTOMOTIVE #1 SELLING JACKS IN AMERICA
(1394)
Rapid Pump® 1.5 Ton Lightweight Aluminum Floor Jack
$59.99
~~$79.99~~
Save $91
Compare to K-Tool KTI63094 $151.42
ITEM 64552 64832/64980 64545 shown
Use Online & In-Store
23851207
LIMIT 2 - Exp. 8/15/20*

1,000+ Stores Nationwide • HarborFreight.com
*Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 8/15/20.

At Harbor Freight Tools, the "Compare to" price means that the specified comparison, which is an item with the same or similar function, was advertised for sale at or above the "Compare to" price by another national retailer in the U.S. within the past 90 days. Prices advertised by others may vary by location. No other meaning of "Compare to" should be implied. For more information, go to HarborFreight.com or see store associate.

MANUFACTURING

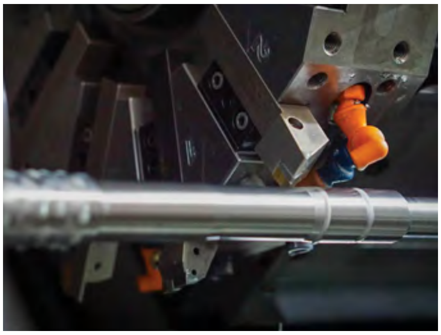
BARE KNUCKLE PERFORMANCE

AXLES AT FFC

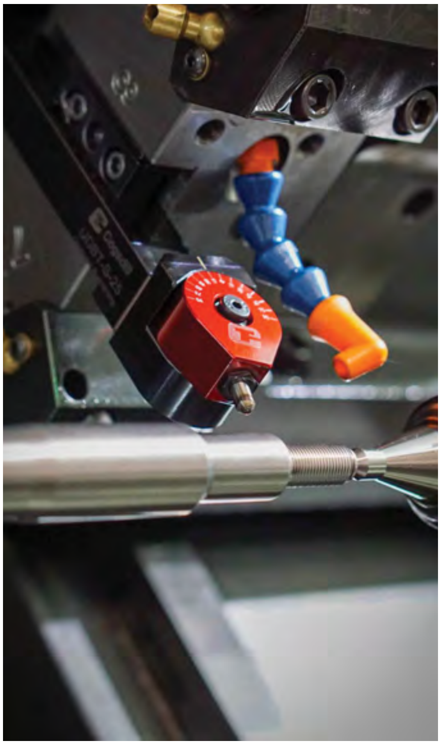
Article By: Will Ramsey Photos By: James Kemp
www.faithforgotten.com

When I first started Faith Forgotten Choppers 11 years ago, I spent a great deal of time with Paul Wideman of Bare Knuckle Choppers. I would ride five hours to Hawk Point, Missouri, just to help him build a frame or watch him design new parts. Those years, and our friendship, were instrumental in my development as a craftsman. As life would have it, we spent years estranged from one another growing our businesses in our own ways. In the last year, we have reconnected and rekindled an old friendship that has always resulted in each of us pushing the other to excel both intellectually and physically in producing the highest quality products on the market. He is nothing short of a true brother to me. As the years have passed, both of our business models have evolved and changed in very different ways. Paul has rebranded his company as Bare Knuckle Performance and refocused his talent and efforts toward developing performance-based parts for multiple platforms (recently focusing heavily on the early and late Dyna models). As we have both grown in business, the one common denominator for Paul and myself has always been a focus on high-quality American manufactured products. It has been extremely gratifying for me to be asked to manufacture some of Paul's newest performance-based parts. In this tech article, I will walk you through the process of manufacturing a front axle for Bare Knuckle Performance.

Paul and I discussed material selection first. I have been using 630 Alloy Stainless steel on all FFC frame axles and FFC springer axles for years. Once we discussed and weighted the properties of tensile strength versus elasticity in relation to the impact and shearing forces imposed on an axle while riding, Paul quickly saw the advantages offered by one of my favorite materials.

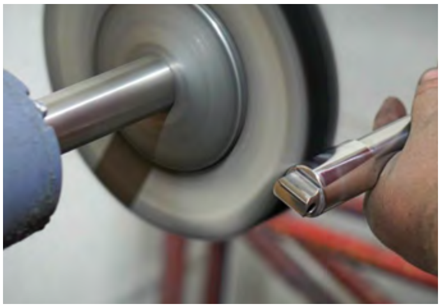


The axle starts in the lathe where the material is machined to Paul's design, holding a tolerance of .0005 over 11-13," depending on the model. Proper tool geometry and as well Feeds and speeds can result in an excellent finish on 630 Alloy. However, in the constant pursuit of improvement, we take things a bit farther than some.



Burnishing is a process used to qualify a surface through mechanical pressure rather than material removal. The tool I prefer is a radiused and polished diamond that is run across the material with an interference pass. The diamond essentially smooths and qualifies the surface by yielding the material back to itself. Imagine an old audio LP record. Now imagine folding all the grooves, where the needle rides, down until the record is glass smooth. This takes the axles from a 30-40 Ra surface finish down to a 8-12 Ra. This is significant for a bearing surface. However, the real benefit of the burnishing process is the surface hardness that is imparted to the 630 alloy. Certain materials can be hardened through heat treating or work hardening. Depending on the material used, a complete heat treat hardening of an axle may not always be the most desirable. In some materials, it can lead to decreased resistance to shear impact (i.e., brittleness). Burnishing, however, will increase the surface hardness of alloys such as 630 stainless steel allowing the bearing surface of the axle to be resistant to scratches and gouges without compromising the shear impact resistance of the entire axle.

After burnishing, we have a qualified surface with increased hardness that we can accurately verify our tolerance from.



The mill work on Paul's axles is

Total Cycle Cleaner
S100

15 Minute Beauty Secret

Bike Photo: www.brunoratensperger.com

Yes, you can have a beautifully clean bike in just 15 minutes with S100® Total Cycle Cleaner! Its detergent power removes tough soils and penetrates into places you can't reach or even see. And that helps prevent the corrosion that can start when that hidden dirt traps moisture. Factory approved by major bike makers (and loved by custom bike builders!) Want to see it work? View the video at s100.com. Find it at Harley-Davidson® Dealers and other quality bike shops.

decorative by nature but extremely functional as well. Allowing for an exceptionally clean look, and the ability to service an axle on the road with a small wrench and screwdriver, rather than two bulky wrenches. And before any of you internet policemen scream foul. The hole design Paul uses was in fact inspired by the hidden hole used on FFC axles. We respectfully discussed this design together. He certainly took it to a different level anyway. Listen closely…. THERE IS A DIFFERENCE BETWEEN INSPIRED DESIGN AND COPYING!!! Some of you really need to read that twice.

Photo 6:

The axles then go through a four-wheel polishing process to bring them to a chrome-like finish.

Photo 7"

Finally, the axles are mated with a alloy nut, which allows proper torque specs without concern of galling (that's a whole different tech article which id be happy to write if we receive the feedback and request from our readership….YOU). And a stainless steel retaining clip for a functional look that is second to none. When you are shopping for those aftermarket upgrades, I encourage you to search beyond the "look" of the product. Yes, aesthetics are important, and yes, we customize our bikes for the cool factor as well as performance. But I've seen far too many companies selling 304 axles thinking that stainless steel is strong…. Ugh, again, this is a whole different tech, but please do your research and buy American made products manufactured from certified American materials, and designed by reputable companies who love and care more for the product themselves than the mighty bottom line. Be safe out there, guys. And reach out to me with ANY questions, comments, or concerns. -W

THE HOME OF TWO WHEEL ENTERTAINMENT
CYBER SWAP
SHOP TALK
GREASE & GEARS TV
GREASE & GEARS GARAGE Live
MOTORCYCLE CANNONBALL CHRONICLES
BIKE NITE LIVE
GREASE & GEARS GARAGE
GREASE & GEARS GARAGE Road Show!
LIVE WITH
JAY LENO
JAY'S GARAGE
SHOP TALK
THE SOURCE MEDIA GROUP
MORE INFO AT WWW.CYCLESOURCE.COM

BOOK NOW, PAY LATER!

STURGIS 2020

PREMIER CAMPING & FREE ENTERTAINMENT

AUGUST 7 - 16

"World Famous"
IRON HORSE Saloon
STURGIS
STEEL PONY
CAMPGROUND AND RESORT

STEEL PONY CAMPGROUND

PRIVATE CABINS AVAILABLE!

RESERVE TODAY, PAY LATER

CAMPING + VIP PACKAGES
FULL SERVICE RV SITES
FREE CONCERT SHUTTLE
NEW SWIMMING POOLS

IRON HORSE SALOON

100% FREE CONCERTS
VIP UPGRADES
FREE BEER DAILY

RESERVE ONLINE

STEELPONYCAMPGROUND.COM

CONCERTS & VIP

IHSTURGIS.COM

HIGH VOLTAGE SHOW'S I

THE FAS

ELKE
9
HOUSE OF HARLEY
HOUSE OF HARLEY-DAVIDSON
9x
KENDA

Article By: Ronster Ron Brefka Photos By Ronster & AMA

CE-RACE NATIONAL CHAMPIONSHIPS

ST & FROZEN

On February 22nd the Lake was Frozen, the Ice was Fast, and the excitement ran high for the Motorcycle Ice Racers ready to do battle for the AMA #1 National Titles at the High Voltage Show's 2020 AMA Ice-Race Grand Championships in Wisconsin.

And what a great day for championship ice racing it was!

Race day dawned bright as almost 200 ice-race entries waited under a clear blue and cold day. The ½ mile ice track was good and wide with big "sweeper" turns that are a favorite of the racers wanting to hit the wide outside at high speed.

71G
71G
33
23

94
HONDA
FXR
DIX BOYZ RACING

Racer support trucks and trailers packed the large on-ice motorcycle pit area. The sweet sound of revving ice-race engines cracked through the crisp winter air in anticipation of the Start.

Suddenly, Ice chips and crowd cheers tore through the air with the roar of the first heat racers tearing down the track! The High Voltage AMA Ice Race Grand Championships were on and it was evident that this was real competitive championship-level ice-racing. Dam good Ice racers from several US States and even Canada were fighting for the National Championship in their class and weren't holding anything back. There was high speed, high action racing in all classes.

The many different race classes were a showcase of sorts for the Ice Race Grand Championship and gave pretty much everyone a chance to race. Classes included the super-fast 450cc and Open Classes. There was a Women's class, a 250cc class, and the Veteran's class along with the wily and seasoned riders in the Senior's class.

The Vintage class had great riders and even a few vintage Harley

flat-head ice-bikes. There was a fascinating “Rubber tire” class with specially prepared non-studded tires (worth a story on their own) and of course, the Kid’s classes, a crowd favorite, with racers as young as 5 years old on tiny 50cc ice bikes and also kids on 65cc and 85cc class ice-racers.

Of course, the High Voltage Hooligan Class was my favorite. This was the first ever Hooligan Class in AMA Ice Race Grand Championship history. The AMA even printed “High Voltage Hooligan” on the #1 National Champion plate. Pretty humbling but also a great honor. For those that don’t know, “Hooligan Ice-Racers” are mostly Harley Sportsters set up as ice bikes: but, any twin-cylinder bike over 750cc and fitted with 19” wheels can race. So of course, I had to enter my ‘82 Harley Shovelhead Ice Racer and I somehow placed 4th but still well behind the new 2020 Ice Race Grand National Champion in the Hooligan Class; J.J. Flairty.

At the end of the day as the last checkered flag fell, and the low but bright winter sun skimmed the treetops, excitement still buzzed as the day’s 39 Winners headed for the

HIGH VOLTAGE
AMA 2020 NATIONAL CHAMPION
1

AMA ICE-RACE GRAND CHAMPIONSHI
GRAND CHAMPIONSHIP
VOLTAGE
2 Bros
MUSEUM
20

Easy as Pie!

Mikuni's got all the right ingredients...

Our HSR42 Carburetor Kits bakes up more power* with smooth as butter response, improved fuel milage and easier starting. Get the real taste of performace for your V-Twin and enjoy the ride! Mmmm good!

*The Mikuni HSR42 Easy Kit adds a 25% power increase to a V-twin engine when used with an aftermarket air filter and exhaust system.

MIKUNI
PERFORMANCE CARBURETORS

Mikuni American Corporation, Northridge
CA 91324 USA • www.MikuniPower.com

Carburetor kits not designated as C.A.R.B. exempt, are not legal for motor vehicles operated on public highways in the state of California or in other states and countries where similar anti-pollution laws may apply.

High Voltage award podium.

Smiles were big and wide and were everywhere, especially for the thirteen new 2020 Ice Race Grand Champions who would be awarded their coveted #1 AMA National Champion plates.

The award podium, with the large WeCareFund logo, reminded everyone that this blazing bright day of Championship ice-racing was all to benefit cancer research. Thousands of dollars are raised and go directly to the WeCareFund for cancer research at the Medical College of Wisconsin. This makes for an even greater day of Championship ice-racing!

2020 is the 5th Anniversary year for the High Voltage Vintage Motorcycle and Chopper Show. The 5th Anniversary Show will be held on Saturday September 12th 2020 at Humboldt Park in Milwaukee. The show is always free for spectators, and it also benefits cancer research. It is a great show and just like the ice races should not be missed.

Be sure to follow High Voltage on Facebook and Instagram.

RON
777
HIGH VOLTAGE

S&S
MOTORCYCLE ICE RACE
2020 MILWAUKEE
HIGH VOLTAGE
AMA
GRAND CHAMPIONSHIP
SUPER

PAUGHCO
50 YEARS
1969-2019
MFG. CUSTOM & OBSOLETE
Motorcycle
Accessories
Carson City,
Nevada
MONA
WHERE "OLD SCHOOL" NEVER WENT OUT OF STYLE.....

WWW.PAUGHCO.COM @PAUGHCOPARTS 800-423-2621

KEVIN "TEACH" BAAS KNUCKLEHEAD
RULES LIKE Z

Article By: Chris Callen   Photos By: Michael Lichter

By now, you probably recognize the name Kevin Baas or at least the handle "Teach" that he goes by. For the benefit of those that may not know what an extraordinary human being this man is, let me take a paragraph and explain the reason I am proud to call him my brother. We all, well, most of us, remember how badly high school sucked and how none of the teachers understood us back when we knew it all and were getting ready to kick the world in the ass. Well, some 26 years ago, a then young man was embarking on a career in teaching shop class to high school students. In his early years, I suspect that his story was much like any educator, wondering how to connect to the students armed with a desire to mold young minds and help them along their path. Going into his fifth year, Teach found that solution. He rode his old Panhead into the classroom at the start of the new year, put the front wheel against his desk, did a big smokey burnout, and when he got off, introduced himself to the class as their teacher. Now, I won't go play by play here, but his introduction of motorcycles into the shop curriculum raised many eyebrows along the way. While the administration green-lit this program, they advised Kevin that if the class cost the school a dollar more than their regular program, it was over. Fast forward 22 years. Kevin not only won over the hearts and minds of those administrators and parents that may have had doubt, but nine other programs would model a classroom environment around his "Chopper Class" with Mr. Baas. This is the story of a real man, knowing his value to the world around him, going into his own pocket for the belief that he had a chance to make a difference…. And Winning!

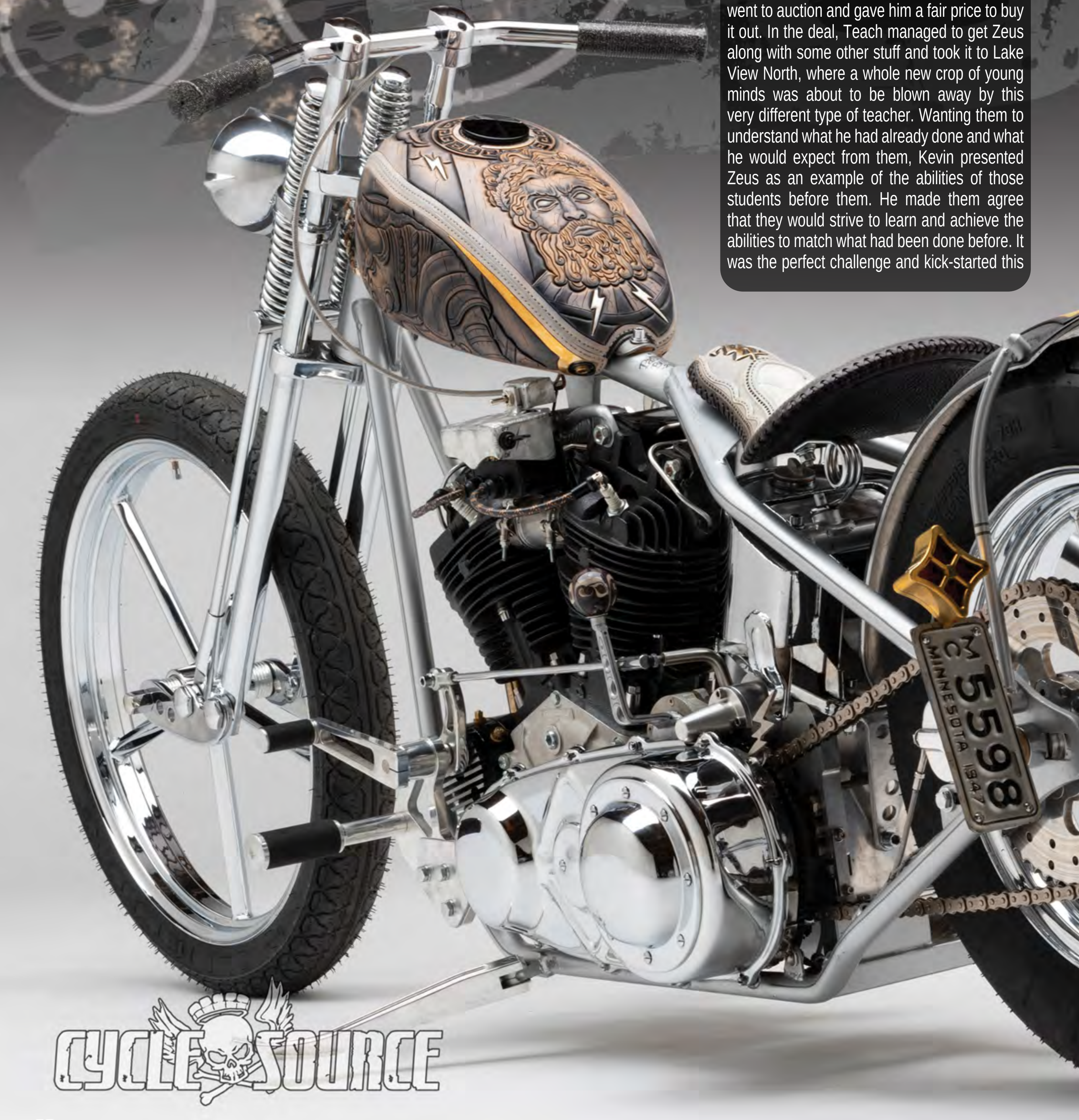
Whew, sounds like a lot to squeeze into 26 years, right? Well, this is the story of Zeus, and although the man that built it is extraordinary, the bike is equally out of this world. As if sent down to us by the Gods themselves as a symbol of their adoration for us, Zeus stands as a symbol of so much of the beauty that surrounds Kevin's story. You see, Zeus started back in the beginnings of that first school where Kevin launched the Kennedy High School Chopper Class, a few years into the program, he had scored some extra dough through friends helping him raise money for the class with an event called the Knuckle Shuffle. While it was a hand to mouth situation coming up with the parts and pieces to have a class project every year. This event gave them a little extra and money for the program, so he upgraded

ZEUS

BEST PASSION BUILT BIKES OF

what the class had already started on, mostly parts from his own stash. There they were treated to the S&S Knucklehead. This was a big-ticket item that may be out of reach to many young builders, but Teach felt like they needed to have a power plant that would fit the already fast tight package Zeus was shaping up to be. It looked quick sitting there with no motor; it had to have the S&S Knuckleduster matched with a Baker tranny. The whole time the bike was taking shape, Kevin would reiterate one of his famous sayings: “This bike is gonna rule like Zeus.” To him, it meant that it was going to hit the streets, pound piss and shoot bolts of lightning. Little did he know that eventually, that would be the namesake of the bike.

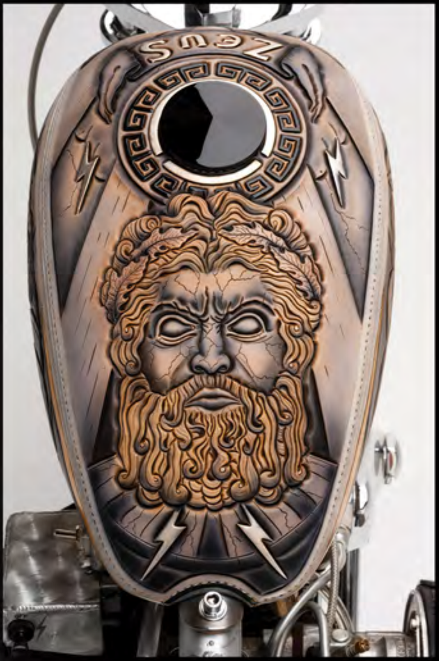
The shortest Sugar Bear front end ever made adorns the front of this rowdy little bobber and matched the Spartan frame. It is all about light and lean. The class was into the build, and the bike was starting to come together, but it was time for Teach to move on. His story with Kennedy that had lasted 22 years was coming to an end, and he was moving on to a new school to build a comparable program for them. As you may suspect, with the passion Teach took with him, there was a vacuum that saw his old school dismantle the program and sell off all the “Chopper Class” assets. Now before you blame them for this, you can imagine how hard it would be to replace a good shop teacher but to replace this type of man, impossible. The one silver lining was that the administration contacted him before the assets went to auction and gave him a fair price to buy it out. In the deal, Teach managed to get Zeus along with some other stuff and took it to Lake View North, where a whole new crop of young minds was about to be blown away by this very different type of teacher. Wanting them to understand what he had already done and what he would expect from them, Kevin presented Zeus as an example of the abilities of those students before them. He made them agree that they would strive to learn and achieve the abilities to match what had been done before. It was the perfect challenge and kick-started this



new chapter of Chopper Class.

Kevin's Chopper Class has been featured as part of the Donnie Smith invitational for a quiet a good long time now, but this would be the first for the new Lake View crew. They showed up that first year with Zeus as a roller, unable to take it across the finish line but determined to come back the following year with a solid finish. During that time, Kevin had reached out to Christian Marsh from Xian Leather to do the seat. As they talked about the bike, Christian asked him what it would look like. "I don't know" said Kevin, "but it's gonna rule like Zeus." That was it. Christian told Kevin that the bike would have no paint, and from front to back, it had to be covered in his leatherwork, as this would be the piece he wanted to be remembered by, and it would be called…. ZEUS! Without hesitation, Teach boxed up the unpainted tank and fenders telling Marsh that he didn't even want to know what it would be until he opened the box when it was finished. The day it came in, Kevin and a buddy were in the garage and sat for nearly an hour just going over every tiny detail that Christian pounded into that leather outer skin.

PASSION
BUILT
2018



It had gone out to him tough as nails, but it returned as "The God Of Thunder!" When Baas brought it to the school to be assembled with the bike the kids were floored. They never even knew something like this was possible. They finished the bike for Donnie Smith that year and got invited to Lichter's "Passion Built" show in Sturgis, the perfect platform to feature the work of this man and the next generation of those who would follow in our footsteps. Isn't that the trick to begin with, to teach a young person to dream, to believe in themselves, and to chase those dreams relentlessly?

As for Teach, he had fully expected to sell Zeus when it was finished since it was a modern Knuckle, and all of his collection was that of the OG nature. It turned out to be just too damn special in the end. It marked the last bike from one class, the first of another, the height of Christian Marsh's career, and an example of how much more we can all achieve together than any one of us can alone. Hats off Teach, another outstanding build, but as far as the level of achievement for you as a man, just another chapter in a bestselling novel title "Chopper Class With Mr. Baas."

ZEUS TECH SHEET

OWNER: Kevin "Teach" Baas
CITY/STATE: Prior Lake, Minnesota
BUILDER: Teach & His Chopper Class
YEAR: 2019
MODEL: God of Thunder
VALUE: $35,000
TIME: 2 Years

ENGINE
YEAR: 2013
MODEL: Knucklehead
BUILDER: S&S
IGNITION: S&S
DISPLACEMENT: 93"
PISTONS: S&S
HEADS: S&S Knuckles
CARB: S&S
CAM: S&S
AIR CLEANER: Lowbrow Customs
EXHAUST: Paughco
PRIMARY: BDL Belt Drive

TRANSMISSION
YEAR: 2013
MAKE: Baker
SHIFTING: 4 Speed W/ N-1 Drum

FRAME
YEAR: 2010
MODEL: Ground Pounder
RAKE: 33°
STRETCH: Stock

FORKS
BUILDER: Sugar Bear
TYPE: Springer, A Short One
TRIPLE TREES: Sugar Bear
EXTENSION: 4"

WHEELS
FRONT WHEEL: Led Sled Invader
SIZE: 21"
TIRE: Metzeler
FRONT BRAKE: None
REAR WHEEL: Led Sled Invader
SIZE: 16"
TIRE: Metzeler
REAR BRAKE: Exile Sprotor

PAINT - ALL LEATHER
LEATHER CRAFTSMAN: Xian Leather
COLOR: Godlike
TYPE: Leather Dye
GRAPHICS: ZEUS/Medusa/Minatour
CHROMING: Dubois Custom Polishing & Plating

ACCESSORIES
BARS: Drag
RISERS: 5"
HAND CONTROLS: Jockey
FOOT CONTROLS: JayBrake
GAS TANK(S): Lowbrow
OIL TANK: TT Style Knucklehead
FRONT FENDER: None
REAR FENDER: 7 Metal West Aluminum
SEAT: Baas Metal Craft
HEADLIGHT: Lowbrow Customs
TAILLIGHT: Paul Cox
SPEEDO: None

PHOTOGRAPHER: Michael Lichter

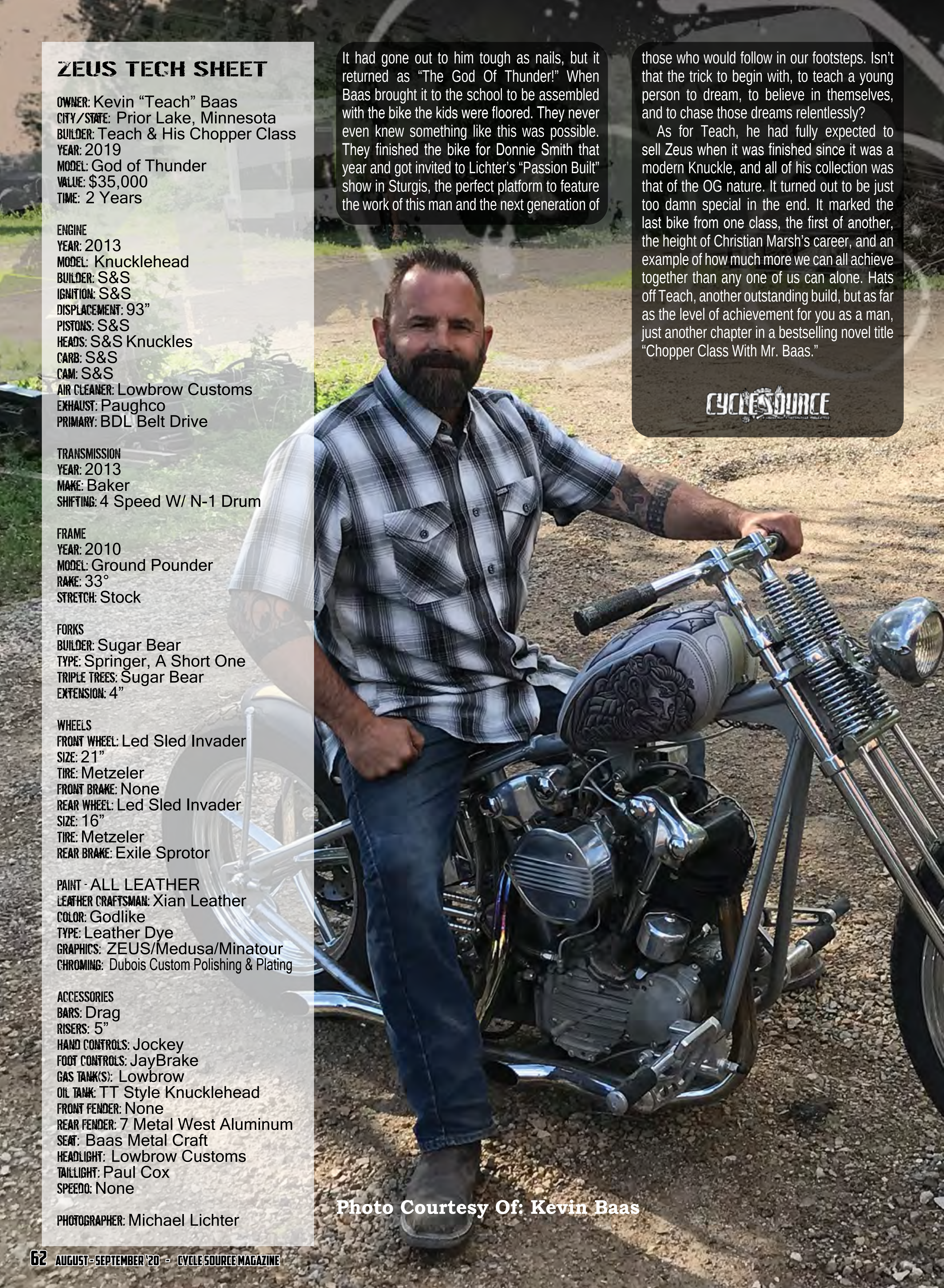


Photo Courtesy Of: Kevin Baas

LED SLED
CUSTOMS

HARDTAILS
IRONHEAD TO 2017
STARTING AT $400

FENDERS
ALL SIZES $150

INVADERS
CALL ON SIZES
STARTING AT $425

SPRINGERS
ANY LENGTH
NARROW / MID / WIDE
$1145

OILBAGS
BUILT IN HOUSE
$199

SPORTSTER FRAMES
ANY RAKE STRETCH
$998

FOR MORE INFORMATION VISIT WWW.LEDSLEDCUSTOMS.COM
@LEDSLEDCUSTOMS @LEDSLEDPAT @LEDSLEDCUSTOMS

WWW.LED SLED CUSTOMS.COM
LED SLED
heat it - tack it - weld it - smack it

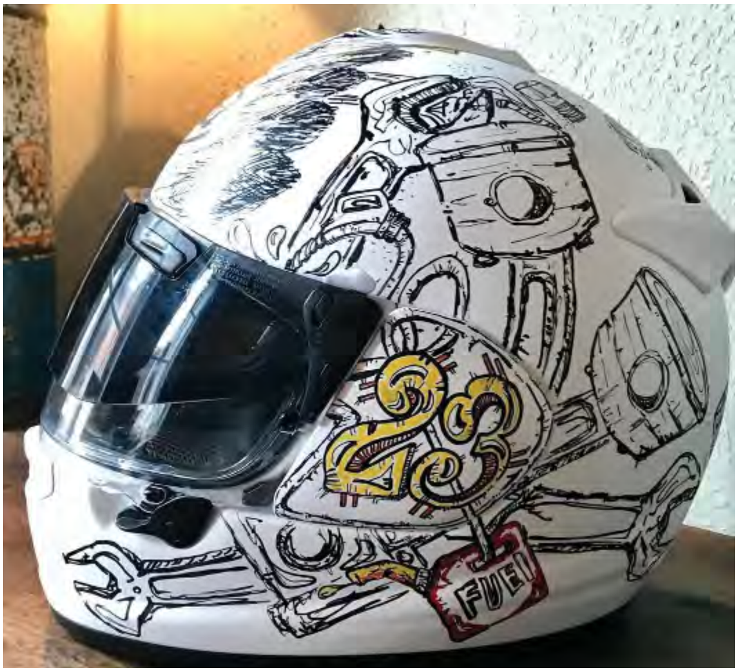
CYCLE SOURCE ART OF OUR CULTURE

CAROLINE PERRON

SHE WAS DESTINED TO BE AN ARTIST

Article By: Amelia “Killer” Rose

When someone grows up in a family of artists, it’s not surprising that they turn out to be an artist as well. This is precisely the case for Caroline Perron, our featured artist this month. Both her father and her uncle were artists and encouraged her creative growth. So to Caroline, it only seemed natural that she would one day become an artist. She fostered such a passion for art that eventually she went to college and earned her Master’s Degree in Visual Arts from The University of Quebec In Montreal.



She started creating her art professionally in 2015, however in 2017, when she discovered the Dirt Quake Festival in the UK, it completely shifted her view of the world. It was there that she was introduced to the world of motorcycles, the color, power, and energy that came with the machines. Perron was instantly hooked. Since then, it’s lit a fire in her belly and has fueled her craft ever since.

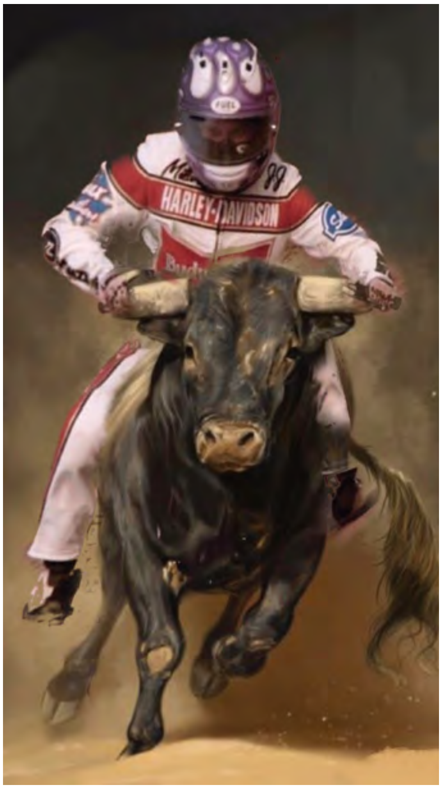
Her medium of choice is primarily watercolor and acrylic. However, in recent years she has been delving deeper into the world of digital art. Now her work is more of a mixed medium product. Caroline is using collage, painting, and drawing to create her pieces.

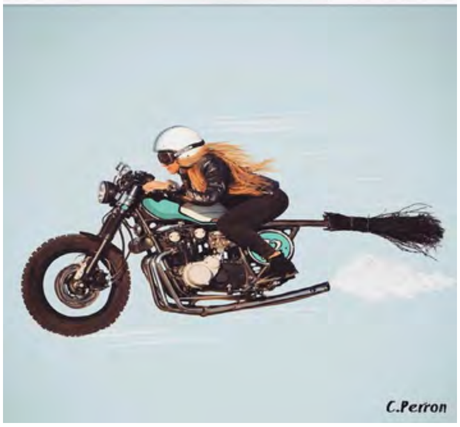
Right now, Caroline draws most of her inspiration from the women in our industry who ride. She sees them as true examples of passion, beauty, and strength. She also has the honor of being a part of the artist collective “Maiden Moto,” an art show that showcases women in the motorcycle industry from Born Free to Babes Ride Out.

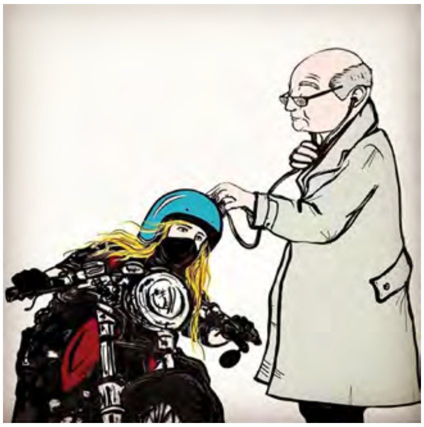
Caroline has been “living her best life.” To showcase her incredible art, she has traveled across Canada and the globe to places like Australia, India, the UK, and here in the States. Perron professes that every place she has been she has met fantastic people. Her art has been showcased at events from Mama Tried to the Shed Of Threads, and she has also been lucky enough to have had pieces commissioned from Jeffery Carver (#23 American Flat Track). She has also painted for ‘Helmets for India’, a charity fundraising event that raises awareness about helmet safety and helps those who need them. Carolyn’s art was also showcased at the 115th Anniversary of Harley Davidson in Milwaukee in 2018.

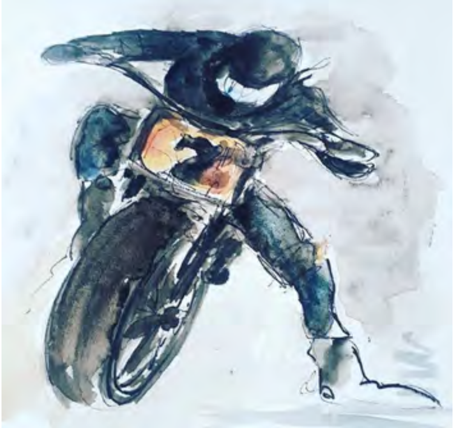
As for where she sees herself in the future, Caroline just plans to make more art. Her passion is well anchored and drives her forward in all of her artistic endeavors. Currently, for the rest of 2020, her art is on tour with the Maiden Moto Show across the US, and she is incredibly grateful for the opportunity to have her art shown on such a grand scale.

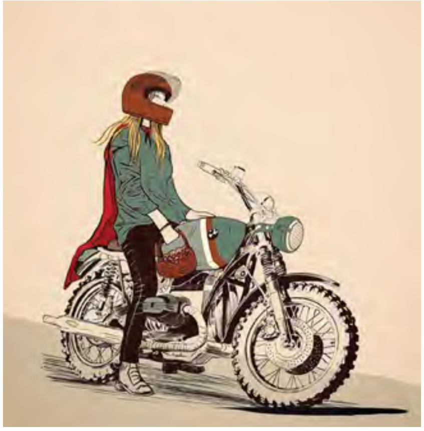
If you’d like to check out more of her fantastic work, commission a piece for yourself, or follow the tour, you can follow Caroline on Instagram @caro74happy and the moto show @maidenmotoartshow.

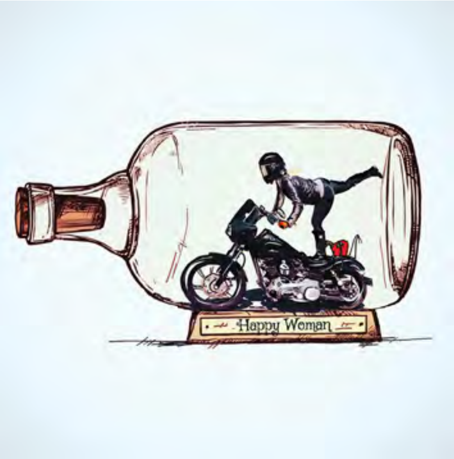


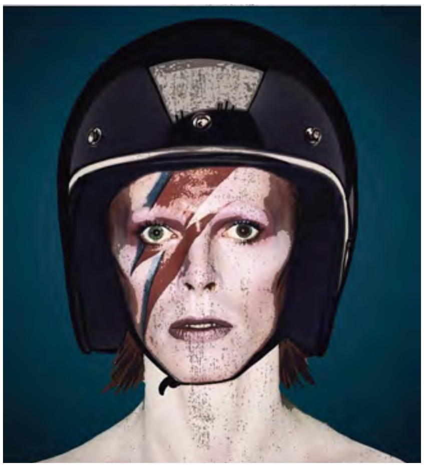


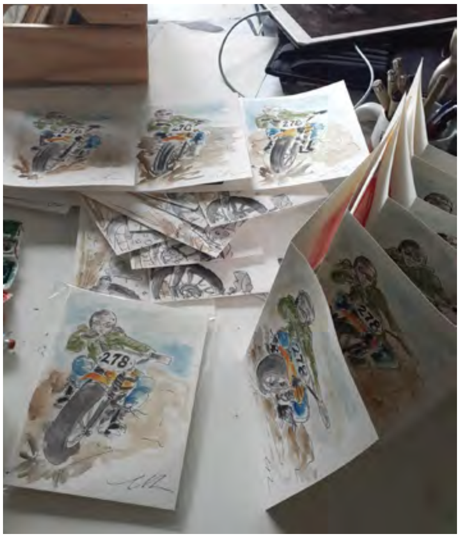


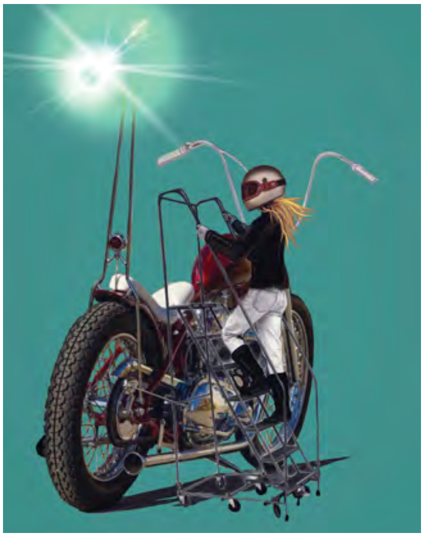












WORD ON THE STREET

STURGIS 2020

Most the of world knows that motorcyclists around the globe waited with bated breath to see what the City of Sturgis was going to do about the 80th Anniversary of the Black Hills Motorcycle Rally in the midst of the COVID-19 pandemic. With the future of the Sturgis Rally looming on Thusday, June 10th Cycle Source Magazine collected industry professionals and business owners from in and around Sturgis and provided a platform for their voices to be heard around the world on a special episode of ShopTalk, you can see this on our YouTube channel. The general tone of the conversation from the likes of Mike from Black Hills Harley-Davidson, Woody at the Buffalo Chip, Doug Assermely of Sick Boy Motorcycles and Dave Zemla of S&S Cycles to name just a few, proclaimed that as far as they were concerned, motoenthusiasts were going to make the pilgrimage regardless so rally would go on!

On Monday, June 15th in an 8-1 vote it was decided that the rally would go on! Hallelujah! For those of us who have been devoid of our motofamily for what seems like forever it means that we will be tasked with personal responsibility to make sure that we get through the 80th Sturgis rally healthy, safe and having the time of our lives. In an effort to help that go down we've laid out some of changes that will happen for 2020, some rules of the road and some of the "don't miss happenings" around town.

From The City Of Sturgis

The City-sponsored, celebratory events including opening ceremonies, parades, B1 Flyover, and entertainment and live music at Harley-Davidson Rally Point have been canceled. Photo towers will not be installed. These changes are designed to reduce the large crowd gatherings in the downtown core. We look forward to offering events again in 2021.

To assist with traffic flow, the City will have temporary traffic controls in place, and transportation services will be available. Motorcycle parking in the downtown areas will continue as in past years, with the ability to reduce the footprint if needed. Additional staff will be available to provide fire, ambulance, and law enforcement services for the City of Sturgis and the surrounding areas.

In the event of a health emergency, the Sturgis Mayor has the authority to modify these plans as necessary upon notification from the local health officials, the State Department of Health, the Governor's Office, or the CDC.

The City of Sturgis Motorcycle Rally is an icon of American Freedom and Independence. The City of Sturgis has been the pre-eminent host of this event for decades and welcomes each visitor to the event. We ask that attendees help maintain the safety of our community and guests alike by respecting protocols and guidelines. We look forward to celebrating the City of Sturgis Motorcycle Rally in grand style in 2021.

What You Need To Know About Specific Motorcycle Requirements!

*Every motorcycle must be equipped with at least one but no more than two headlamps.

*The handlebars of a motorcycle must be no higher than the shoulder height of the person operating the motorcycle.

*All persons under the age of 18 must wear motorcycle safety helmets that are approved by the South Dakota Department of Transportation.

*A motorcycle operator must wear an eye protective device unless the motorcycle is equipped with a windscreen of sufficient height and design that protects the motorcycle operator. When headlights are required to be on, a motorcycle operator cannot wear protective eye devices that are tinted or shaded to reduce the light transmission of the device below 35 percent.

*Motorcycles must have at least one tail lamp, which when lighted emits a red light visible for a distance of 500 feet.

Noise Limits: Every motorcycle must at all times be equipped with a muffler in good working order and in constant operation to prevent excessive or unusual noise.

If you're going to break the law, here's what it's going to cost you!

City Ordinance Violations -
*Indecent Exposure - $111
*Open Container In Public -$61
*Deposit of Filth - $86
*Disorderly Conduct - $111
*Careless Driving - $91
*City Park Violations - $10
*City trespassing - $111
*Exhibition Driving - $66
*Parking in Handicapped Zone - $100
*Reckless Driving-Custody Arrest
*Truck Routes Violations - $91
*Use of Sound Amplification Device - Court
*Driving on bike path/sidewalk - $111

State Law Violations -
*Cancelled License - $144
*Violation of Restricted License - $94
*Revoked Drivers License – Arrest
*Furnish Alcohol to Minor – Court
*Open Container in Motor Vehicle - $94
*Possess of Controlled Substance - Arrest
*Possess of Drug Paraphernalia - $244
*Possess of Marijuana-Arrest
*Possess of Substances for Distribution -Arrest

HAPPENING DAILY
"Remembering Our Fallen"
Sturgis Community Center

Lichter's Motorcycles as Art Exhibit
Daily Sat Aug 8 - Friday Aug 14 2-10 pm Sturgis Buffalo Chip- East Gate - Free Admission

Rhett Rotten's Wall of Death
Full Throttle Saloon

Una's Circus High-wire Act
Full Throttle Saloon

HELLZAPOPPIN Circus Freakshow
Full Throttle Saloon

Friday August 7th

Jackpine Gypies - Xtreme Flat Track
Sign ups @ 4:00PM- 6:00PM -Races START @ 7:00PM

Puddle of Mud
10:30 Sturgis Buffalo Chip

Saturday August 8th

Jackpine Gypies - Xtreme Flat Track
Sign ups @ 4:00PM- 6:00PM -Races START @ 7:00PM

The Wild Gypsy Tour
Runs through the 12th
Sturgis Buffalo Chip

School's Out Chopper Show
Noon-4:00– Crossroads-Buffalo Chip

Sunday August 9th

Flying Piston Breakfast
9:30-11:00 Sturagis Buffalo Chip Bar

Cycle Source Ride In Bike Show
Noon -4 Iron Horse Saloon

Run What You Brung
1:00 Sturgis Dragway

Michael Lichter's Motorcycles as Art Reception & Industry Party
5:00 Sturgis Buffalo Chip

Jackpine Gypies - Motocross
Sign ups @ 7:00AM- 9:00AM -Races START @ 10:00AM

Colt Ford
7:30 Full Throttle Saloon

80TH
Sturgis
BLACK HILLS RALLY
2020
Est. 1938
LEGEND LIVES

Cody Johnson
10:30 Iron Horse Saloon

Monday August 10th

18th Annual Mayor's Ride
6:30 Registration, 9:00 KSU Sturgis Community Center

Meet the Master's Ride
Donnie Smith & Dave Perewitz
10:00 O'Reilly Auto Parts Sturgis
KSU 11:30 ride to Cadillac Jacks in Deadwood for brunch

Jackpine Gypsies - Pro Hill Climb
Sign ups @ 7:00AM- 9:00AM - Races START @ 10:00AM

Legends Ride
10:30 Deadwood to Buffalo Chip

AHDRA Nitro Qualifier
1:00 Sturgis Dragway

AMCA Day
Iron Horse Saloon

Jackpine Gypies - Xtreme Flat Track
Sign ups @ 4:00PM- 6:00PM -Races START @ 7:00PM

Cycle Source Industry Night
7:00 Iron Horse Saloon

Baker Burnout Competition
8:00 Iron Horse Saloon

Mini Bike Showdown- Gambler 500
6:00 - 6:30 Buffalo Chip

Kenny Wayne Shepherd
7:30 Full Throttle Saloon

Tuesday August 11th

Biker Belles - The Morning Ride
9:00 The Lodge at Deadwood

Paul Yaffe's Baddest Bagger

WORLD FAMOUS SPRINGER FRONT ENDS
ALL FRONT ENDS COME WITH 3/4' AXLE AND SPACERS | NARROW OR WIDE | STRAIGHT, TWISTED OR WISHBONE FRONT LEG | STOCK LENGTH TO 40" OVER
CUSTOM FABRICATION
DENVERS CHOPPERS
Since 1967
FULL OR PARTIAL BUILDS
CALL MONDO TO DISCUSS
(775) 813-1994
©2019 Michael Lichter
3445 AIRWAY DR. UNIT D RENO, NV 89511 | (775) 813-1994 | DENVERSCHOPPERS.COM

9:00 Full Throttle Saloon
Women & Wheels Bike Show
10-1:30 Sturgis Buffalo Chip - Crossroads
Mini Bike Endurocross - Gambler 500
11-5 Sturgis Buffalo Chip - Camp Zero
Mini-Bike Show
2-3:30 Sturgis Buffalo Chip - Camp Zero
Women Riders Turnout
2-5:00 Sturgis Buffalo Chip
Sportster Showdown Bike Show
3-6:00 Sturgis Buffalo Chip - Camp Zero
Baker All In/ All Out
5:00 Sturgis Dragway
Sons of Speed
6:00 Full Throttle Saloon
Hunks The Show
7:45 Sturgis Buffalo Chip
Whitey Morgan
8:00 Iron Horse Saloon
Hairball
10:30 Iron Horse Saloon

Wednesday August 12th
Cycle Source Ride
Noon - Iron Horse Saloon
Pappy Hoel H.O.G. Charity Motorcycle Ride
10-Noon – Full Throttle Saloon
Mini Bike Enduro 100 - Gambler 500
11-6 Sturgis Buffalo Chip - Camp Zero
Perewitz Paint Show
Iron Horse Saloon
AHDRA Nitro Finals
1:00 Sturgis Dragway

PROGRESSIVE

Jackpine Gypsies – Verta-X
Sign ups @ 4:00PM- 6:00PM -Races START @ 7:00PM
Hooligan Races
4-7 Buffalo Chip - Amphitheater
Hairball
10:30 Iron Horse

Thursday August 13th
Hamster Ride In
Iron Horse Saloon
Black Hills Boogie / Pimp & Ho's Party
Steel Pony Campground
Cruising Custer Vets Ride
10:00 Registration VFW #344 KSU 12:15
Jackyl
7:30 Full Throttle Saloon
Beartooth
10:30 Iron Horse

Friday August 14th
Jackpine Gypsies - Amateur Hill Climb
Sign ups @ 7:00AM- 9:00AM - Races START @ 10:00AM
Cycle Source Biker Olympics
Iron Horse Saloon
Jackpine Gypsies Flat Track (Bikes, Mini Sprints, Go-Karts)
Sign ups @ 4:00PM- 6:00PM - Races START @ 7:00PM
Skillet
10:30 Iron Horse

HEY, YA BUNCH OF HEATHENS!
WANT MORE OF WHAT WE DO MORE THAN ONCE A MONTH?
SHOP TALK
EVERY SUNDAY
9PM - EST
THE WORLD'S LARGEST WEEKLY LIVE MOTORCYCLE NEWS BROADCAST

STURGIS BUFFALO CHIP®

PRESENTED BY GEICO Motorcycle

THE BEST PARTY ANYWHERE®!
AUGUST 7-16
2020
LARGER THAN LIFE
RESERVE NOW
STURGIS 2020 80 BUFFALO CHIP®

SATURDAY, AUG. 8 - FRIDAY, AUG 14
Motorcycles As Art™
Heavy Mettle

SATURDAY, AUG. 8
School's Out Chopper Show

SUNDAY, AUG. 9
Gamblercross

FXR Show & Dyna Mixer

Bell Brawl Stunt Show

MONDAY, AUG. 10
Legends Ride®

Gambler 500 Mini Bike Showdown

V-Twin Visionary Bike Show

TUESDAY, AUG. 11
Biker Belles®

Western Frontier Motorcycle Rides

Women and Wheels Bike Show™

Sportster Showdown

Mini Bike Show

WEDNESDAY, AUG. 12
Rusty Wallace Charity Ride

Street Drag Invitational
WITH CRAZY JOHN

RSD Hooligan Races
PRESENTED BY INDIAN MOTORCYCLE

Full Throttle Magazine All Brands Bike Show

THURSDAY, AUG. 13
Western Frontier Motorcycle Rides

Rat's Hole Bike Show

BuffaloChip.com | 605.347.9000 | 20622 Fort Meade Way, Sturgis, SD

RANDY "DETROIT" HAYWARD 1929 DL

PICAS

HARLEY-DAVIDSON SERVICE
313
313

Article And Photos By: Josh Elzey

SSO

Classical Gas

Antique Bike Feature

Picasso is the name of a bike that was sitting in Randy Howard's Detroit living room displayed like a work of art. Randy had seen the fully restored 1929 Harley DL at a Concourse show held at the Edsel Ford estate. He decided that he had to have it and wanted to bring the bike home. Randy pursued the bike for about a year before he ran into the owner at a car auction out in Indiana. Randy found out the owner's dad was a boxer. After bargaining, he made a partial trade with some of his signed Muhammad Ali artifacts to make the deal final.

Having grown up in Detroit, Randy always had an attraction to gassed powered vehicles. He couldn't afford a motorcycle when he was younger, nor was

HARLEY-DAVIDSON
313

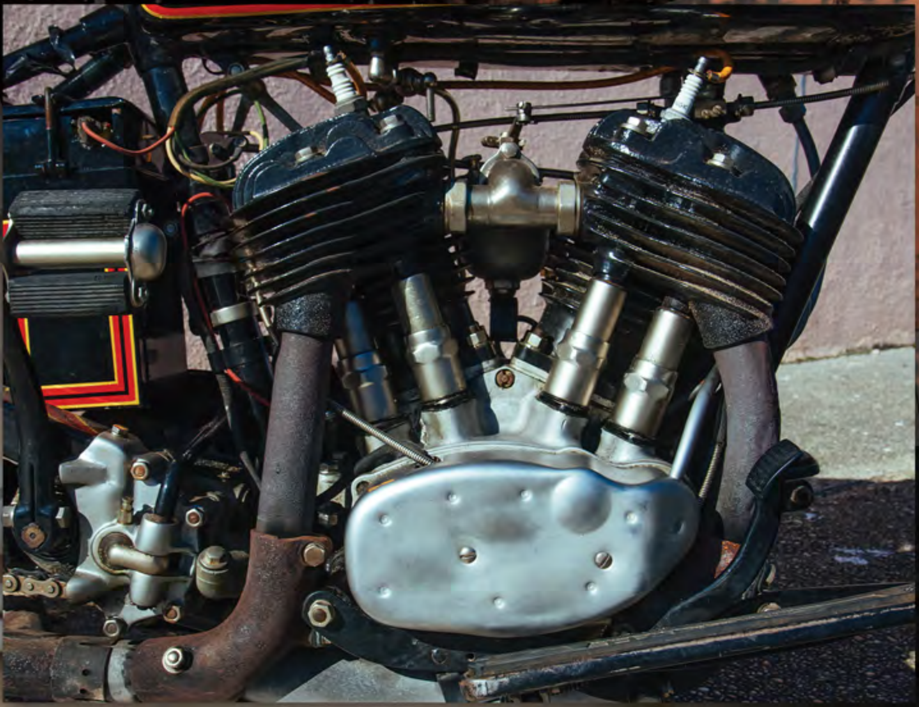
his mother going to allow his brothers and Randy to have one! The closest Randy came to having a motorized two-wheel vehicle was a discarded engineless dirt bike found at the end of the block. The kids on his block pushed each other around on the bike for weeks. Today what rolls out of Randy's garage (shop) are vintage motorcycles, hence the name Detroit Antique Motorcycles (D.A.M. "It's what you say when you see our motorcycles")!

After showing the 1929 DL for a few years Randy decided to race the bike. He had a friend that had recently passed who had an extensive collection of rare motorcycles. Many of the rare bikes had never been ridden, only looked at. Randy decided that he no longer wanted to just show or just stare at his bikes while they sat on a show field. He started the project by picking up a wrench and removing fully restored pristine parts. This led to removing the

HARLEY-DAVIDSON
HARLEY-DAVIDSON
313

fenders, headlights, and seat. He wanted to set up the bike in the style that would have been raced in the 1930' and 1940's.

Why would he setup for racing in vintage motorcycle races? The bike has now raced in The Race of Gentlemen (TROG) Wildwood New Jersey, Milwaukee Wisconsin, and Santa Barbara California races! Most recently the bike was raced in New Smyrna Florida at New Smyrna Speedway for Billy Lane's Sons of Speed races. The biggest challenge has been trying to determine the capabilities of the bike. It appears that the bike may have a stroker kit. Randy would like to crack open the cases, but the bike seems to be dialed



PICASSO TECH SHEET

OWNER: Randy “Detroit” Hayward
CITY/STATE: Detroit, Michigan
BUILDER: H-D/Randy Hayward
YEAR: 1929
MODEL: DL
VALUE: $40,000
TIME: Endless

ENGINE
YEAR: 1929
MODEL: DL
BUILDER: H-D/Randy Hayward
IGNITION: Stock Points
DISPLACEMENT: 45 cubic inch/750cc
PISTONS: Stock
HEADS: Stock High Compression
CARB: SCHEBLER
CAM: Stock
AIR CLEANER: Stock
EXHAUST: Dual Exhaust/Stock
PRIMARY: Dual chain

TRANSMISSION
YEAR: 1929
MAKE: Harley-Davidson
SHIFTING: 3 Speed Tank Shift

FRAME
YEAR: 1929
MODEL: Harley-Davidson
RAKE: Factory Stock
STRETCH: Stock

FORKS
BUILDER: Harley-Davidson
TYPE: Springer
TRIPLE TREES: Stock
EXTENSION: Stock

WHEELS
FRONT WHEEL: Stock
SIZE: 18”
TIRE: Goodyear
FRONT BRAKE: Stock
REAR WHEEL: Stock
SIZE: 18”
TIRE: Goodyear
REAR BRAKE: Stock

PAINT
PAINTER: Unknown
COLOR: Black
TYPE: Basecoat Clearcoat
GRAPHICS: Red And Gold Pinstripes
CHROMING: Nickel Plated

ACCESSORIES
BARS: Stock
RISERS: N/A
HAND CONTROLS: Stock Lt Advance, Rt Throttle
FOOT CONTROLS: Stock - LT Rocker Clutch, RT Brake
GAS TANK(S): Stock Split Tanks
OIL TANK: Stock
FRONT FENDER: Stock Fender Removed For Racing
REAR FENDER: HD Bobbed
SEAT: HD Narrowed
HEADLIGHT: Removed
TAILLIGHT: Removed
SPEEDO: N/A

PHOTOGRAPHER: TWiG Photography

in and he doesn’t want to jinx himself by disturbing the motor.

All parts on the bike are 1920-1930’s period correct parts, even the ultra-rare first-year dual exhaust. Many folks ask why he hasn’t removed the rare and expensive part. He always answers…when will people ever get a chance to see an actual 1929 dual exhaust raced on beaches and tracks across the United States! The hardest part of converting his restored bike to a racer was the thought of decreasing the value. But Randy would rather enjoy the bike than count the dollars it may make him. He says the memories plus newfound comraderies have become priceless. In reality the bikes been raced across the country and raced for Harley Davidson and the Davidson family, so it’s likely that he’s increasing the value of this rare 1929 DL Harley Davidson. Who knows, in the future, it may be displayed as a privateered raced vintage Harley Davidson.

The day after racing on Bradford Beach, Randy entered a bike show at the Harley Davidson Museum, and the bike was selected by Willie G to receive his special award. For a year, a picture of Randy, Willie G, and his 1929 Harley Davidson DL was displayed in the museum. Setting this bike up for racing gave him a connection to the privateer racers from the 1920s through the 1950s! The inspiration for the style came from racers of a bygone era like Hal “Demon” Wade, Horace “Midnight” Blanton, Bones The Outlaw, and Joe,” Read’em and Weep” Reeder.

Every time Randy gets on the bike, it’s memorable. Left-hand advance, left-hand tank shift, right-hand throttle, left foot rocker clutch, and right foot brake keeps the rider on his toes and their senses sharp. From sand, dirt, to pavement Randy learns something new from each experience!

MORE POWER FOR YOUR THROTTLE HAND SINCE 1981

Red Shift Cams®
for M8 Engines

RED SHIFT
PERFORMANCE CAMSHAFTS

Red Shift
Dual Piston
Cam Chain
Tensioners

Zipper's Engine Kits
for Twin Cam®,
M8 and Sportster®
Engines

Custom & Standard Shelf Stock
Piston Kits

Zipper's Big Bore Kits

ZipKits
POWERED BY
THUNDER MAX

Zipper's CNC Porting & Head Service
for Twin Cam®, M8,
Evolution® and
Sportster® Applications

Zipper's
Chain
Conversion
Kits

(410) 579-2828 • Zippers@ZippersPerformance.com
www.ZippersPerformance.com

ZIPPER'S
PERFORMANCE PRODUCTS

CHOPPER CHARLIE

A QUICK
SOMEPLAC

I've got to be honest here; I haven't done much lately, at least not anything monumental. This whole pandemic fiasco has really thrown a wrench into things as far as everyday life goes. A few months ago, it was looking like we were awaiting the arrival of infected Monkeys foaming at the mouth or Coronavirus carrying Bats with a score to settle. Either way, the mainstream media seemed to be projecting imminent death to nearly everyone, except for the "essential" workers, who, of course, were all fortunately immune to said virus. The other fortunate part is that unless you worked at a bespoke wingtip boutique or a haberdashery specializing only in Beaver skin pants, you were considered essential. And with that, it is with great sadness that I must announce the passing of three nonessential workers, their legacy will live on, through those handmade wingtip shoes and that single pair of Beaver skin pants that I assume are clinging to Ozzy Osbourne's legs at this very moment. May they rest peace. In all seriousness, though, because I'm sure I ruffled a few feathers with my apparent lack of concern over this whole matter, let's get down to the task at hand. Life has changed whether we like it or not, but that isn't necessarily a bad thing. I, like many of you, have fortunately been able to work through all this without really skipping a beat. I'm working an outrageous amount, in fact, which is why I don't have a story of great grandeur to share with you this month. That being said, I did manage to sneak away recently and do something I've been wanting to do for a while. I camped at Pawnee Prairie National Grasslands. Why haven't I done this before, you ask? Simply put, because it is so close to my house, I could never justify taking the time to pack my bike for such a short ride. It wouldn't be a whole lot different than packing a tent for a trip to the coffee shop,

Article By: Charlie Weisel

RIDE TO
CE NEW

THE METAPHYSICS OF MOTORCYCLING

Dulcius - Ex - Asperis

which, if you ride a chopper, may not be a terrible idea… "Hey Bob, you'll find me broke down at the corner of 3rd and Main. I've got my tent set up in the entrance to the Haberdashery: he's not open anyway."

I think it was a Wednesday when my friend Andrew reached out about moto camping over that upcoming weekend. I was exhausted from work but agreed to it as long as it didn't turn into some sort of 2000 mile turn and burn weekend that would leave me decimated come Monday morning. That's called "adulting" ladies and gentlemen, something I've been doing a lot of lately. Being the easy-going bloke that Andrew is, he quickly agreed, and the map scouring began to find a new destination within a few hundred miles of home. We settled on a state park in western Nebraska. It looked pretty enough on the internet. We had no idea if it was even reopened yet, and we agreed to take as many dirt roads as we could. It was a pretty basic plan, to say the least, and that's just what we did. Andrew, on his BMW R1200GSA and me on my "adventure" chopper, headed north across some of the loosest, sandiest, and rocky dirt roads I've seen in a while. And there was a lot of it. The weather was great, not a cloud in the sky. We had no real idea of where we were most of the time. Other than the occasional rancher, there wasn't a soul on the road. We did, however, eventually stumble across a gas station a mere 50 miles from our destination and thought it smart to start asking around as to whether the park was open or not. It was not. Bummer.

At this point, we decided to abort the mission and work our way back south to the Pawnee Prairie Grasslands, where closed signs don't exist. This was all fine and dandy to me, because, as I mentioned earlier, I've been wanting to camp out there for a while anyway. This was the perfect opportunity. The Grasslands are known for bird watching and wide-open spaces, one of which interests me; the other just provides a dramatic musical score when watching the sunset over the prairie. Super romantic stuff, man! It's a shame I don't have a covered wagon to really complete the scene. Oh, and the stargazing is pretty phenomenal. That should appeal to your secret Treky side. Just beware that the roads in and out of this area, as picturesque as the two-track is, can be a bit treacherous on a hardtail. It was totally worth it, though.

The point to all this, and I promise there is one, is that even though long-range travel has become difficult, if not impossible for most of us, that doesn't mean we have to stop living. There are still plenty of opportunities to get out and explore in the midst this pandemic, social unrest, and political idiocy. Suddenly I'm craving Cheetos. Don't drink bleach people. In fact, I'd say that this is the prime time to start planning those short weekend camping trips, really explore your backyard or simply ride roads nearby that you would otherwise overlook.

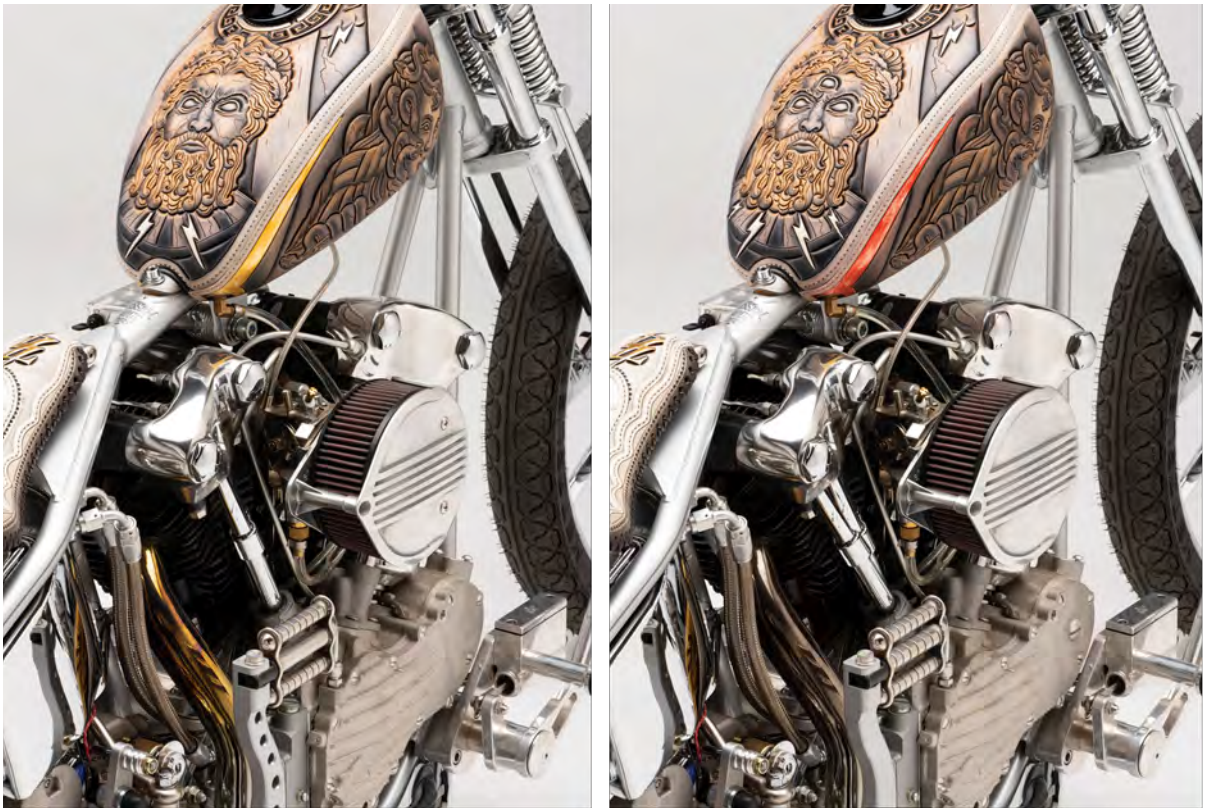
Please don't take all this as me not caring about what is going on in the world at the moment. That is far from the truth. My heart truly does go out to everyone affected by both the pandemic as well as peoples fight for equality. But I also believe that to be our best through this, to provide much-needed support for those around us and to have the energy to fight for what we believe in, you must start by taking care of yourself. There is no better way to do that than by spending some time behind your handlebars and in nature. So, I say we start by cleansing the mind on a quick ride to someplace new, then get back to fighting for what's right. Also, support small business, that's always a good thing. Now, where are those Cheetos???

As always you can follow my adventures on Instagram @ travelingchopper

Also, follow @roadsareforjourneys and visit roadsareforjourneys.com

FIND TEN DIFFERENT THINGS ON ZEUS

NO THERE ISN'T ANY REAL PRIZE, JUST SOMETHING TO DO WHILE YOU'RE IN THE CAN.



1. Extra Lightning Bolts On Top Of Tank. 2. Extra Pushrod Tubes. 3. Extra Stitching On Seat. 4. Missing Bolts On Air Cleaner Cover. 5. Missing Fork Legs On Left Side. 6. Different Center Of Kicker Pedal. 7. Missing Holes On Kicker Arm. 8. Extra Large Panhead Screw On Cam Cover. 9. Different Color On Side Of Tank. 10. Missing Color Of Rear Exhast Pipe.

BLINGS CYCLES
Daytona Florida
ALWAYS KEEP A DIAMOND IN YOUR MIND

R-NINE WHEELS

NOW AVAILABLE TO THE GENERAL PUBLIC!

- VARIOUS STOCK SIZES
- CUSTOM SIZES AVAILABLE
- POLISHED FINISH
- POWDERCOAT FINISH
- RAW ALUMINUM FINISH
- AMERICAN MADE

WWW.BLINGSCYCLES.COM

MANUFACTURERD BY: REVOLUTION CNC.COM

TYLER'S VALENTIK'S INTENSE SPORTY CHOP

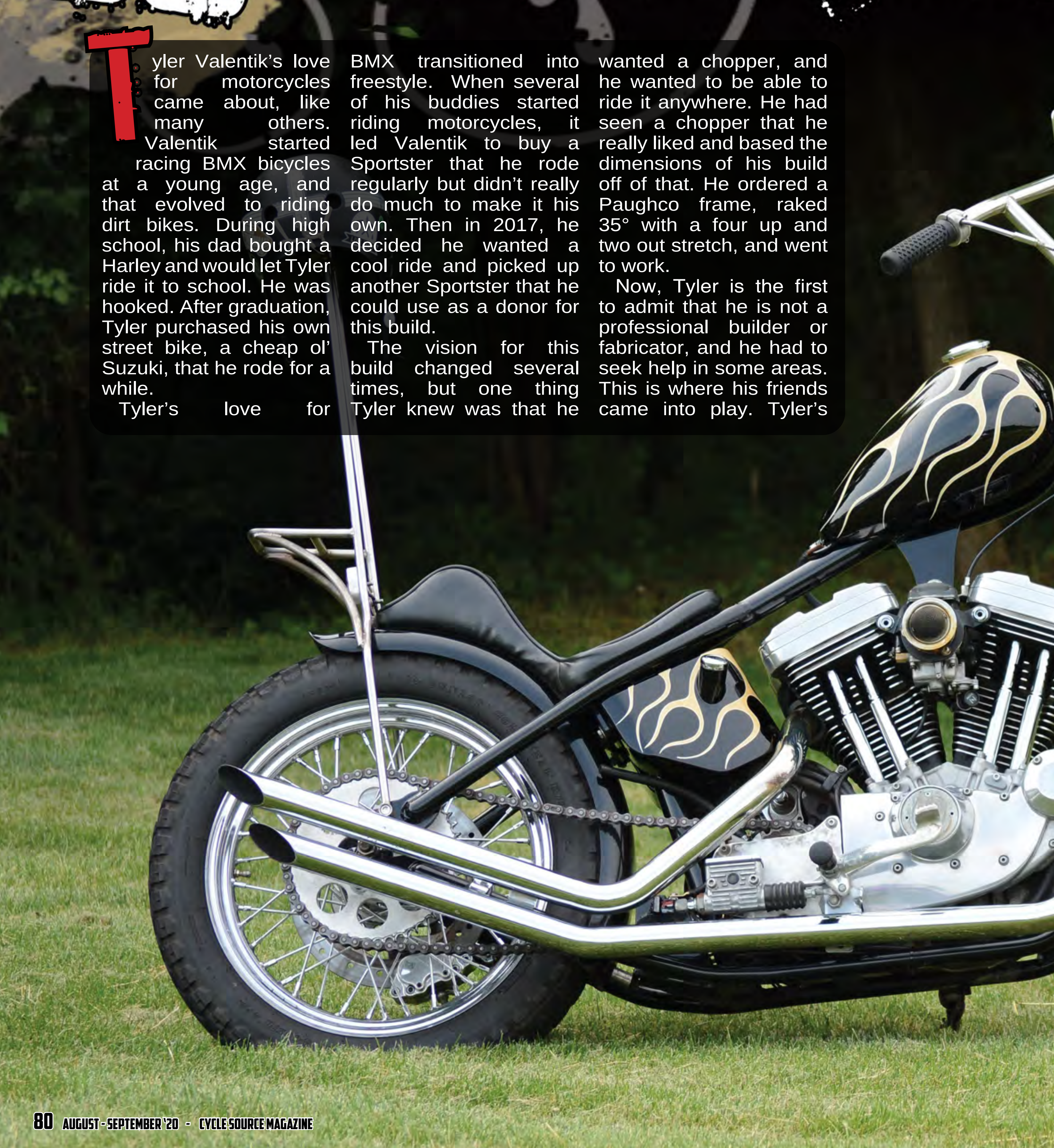
'98 SHRE

Tyler Valentik's love for motorcycles came about, like many others. Valentik started racing BMX bicycles at a young age, and that evolved to riding dirt bikes. During high school, his dad bought a Harley and would let Tyler ride it to school. He was hooked. After graduation, Tyler purchased his own street bike, a cheap ol' Suzuki, that he rode for a while.

Tyler's love for BMX transitioned into freestyle. When several of his buddies started riding motorcycles, it led Valentik to buy a Sportster that he rode regularly but didn't really do much to make it his own. Then in 2017, he decided he wanted a cool ride and picked up another Sportster that he could use as a donor for this build.

The vision for this build changed several times, but one thing Tyler knew was that he wanted a chopper, and he wanted to be able to ride it anywhere. He had seen a chopper that he really liked and based the dimensions of his build off of that. He ordered a Paughco frame, raked 35° with a four up and two out stretch, and went to work.

Now, Tyler is the first to admit that he is not a professional builder or fabricator, and he had to seek help in some areas. This is where his friends came into play. Tyler's



Article By: Missi Shoemaker Photos By:Chris Callen

ODER

THE BEST
BMR BANGER
BIKES OF

PENNSYLVANIA
Z4601
MC
PENNSYLVANIA
5-17

friend Josh guided him through the build when needed and helped out with some of the fabrication process as well. They didn't just use a bunch of bolt-on parts either. They custom-built the bars, motor mount, sissy bar, headlight bracket, and more.

Working as a Service Advisor at his local Harley shop has some advantages, and he spends as much time in the shop as he can. When it came time to go through the motor, he consulted with one of the technicians and, with his help, rebuilt the engine. He wanted to be able to ride this bike without any issues, so anything that needed to be replaced or should be replaced was replaced.

The entire build process took about a year, and when it was time to ride the bike, Tyler was ready! He was so full of excitement. He said he was "so confused, and it felt so illegal" to be riding a chopper that HE built!

That excitement didn't stop. Remember, Tyler built this bike to ride and ride it he has. He took a cross country trip to California! Anyone who has ridden cross country knows that it is definitely an experience of a lifetime. Imagine doing it on a Chopper, a Chopper that you built no less! As with any custom bike, of course, he had a few things break, but nothing that caused him too many issues, and he was able to make the necessary repairs along the way, and you know that just adds to the memories!

I think for his first build, Tyler did an amazing job sticking to his plan. He wanted a simple bike, something as simple as those BMX bikes he rides. He didn't want crazy, he wanted functional, and he wanted a bike to ride, not a "show bike." Well, looking at this thing, I think he could probably win a show or two, don't you?

SHREDDER TECH SHEET

OWNER: Tyler Valentik
CITY/STATE: Pittsburgh PA
BUILDER: Tyler Valentik, Josh Berklovich
YEAR: 1998
MODEL: SPORTSTER
VALUE: $4
TIME: Little Over A Year

ENGINE
YEAR: 1998
MODEL: Sportster
BUILDER: Tyler Valentik, Adam Tamminga
IGNITION: Stock
DISPLACEMENT: Stock
PISTONS: Stock
HEADS: Stock
CARB: Stock
CAM: Andrews N2
AIR CLEANER: Bison Motorsport Velocity Stack
EXHAUST: Paughco Upsweeps
PRIMARY: Stock

TRANSMISSION
YEAR: Stock
MAKE: Stock
SHIFTING: Stock

FRAME
YEAR: 2018
MODEL: Paughco Single Downtube
RAKE: 35 Degrees
STRETCH: 4Up, Out

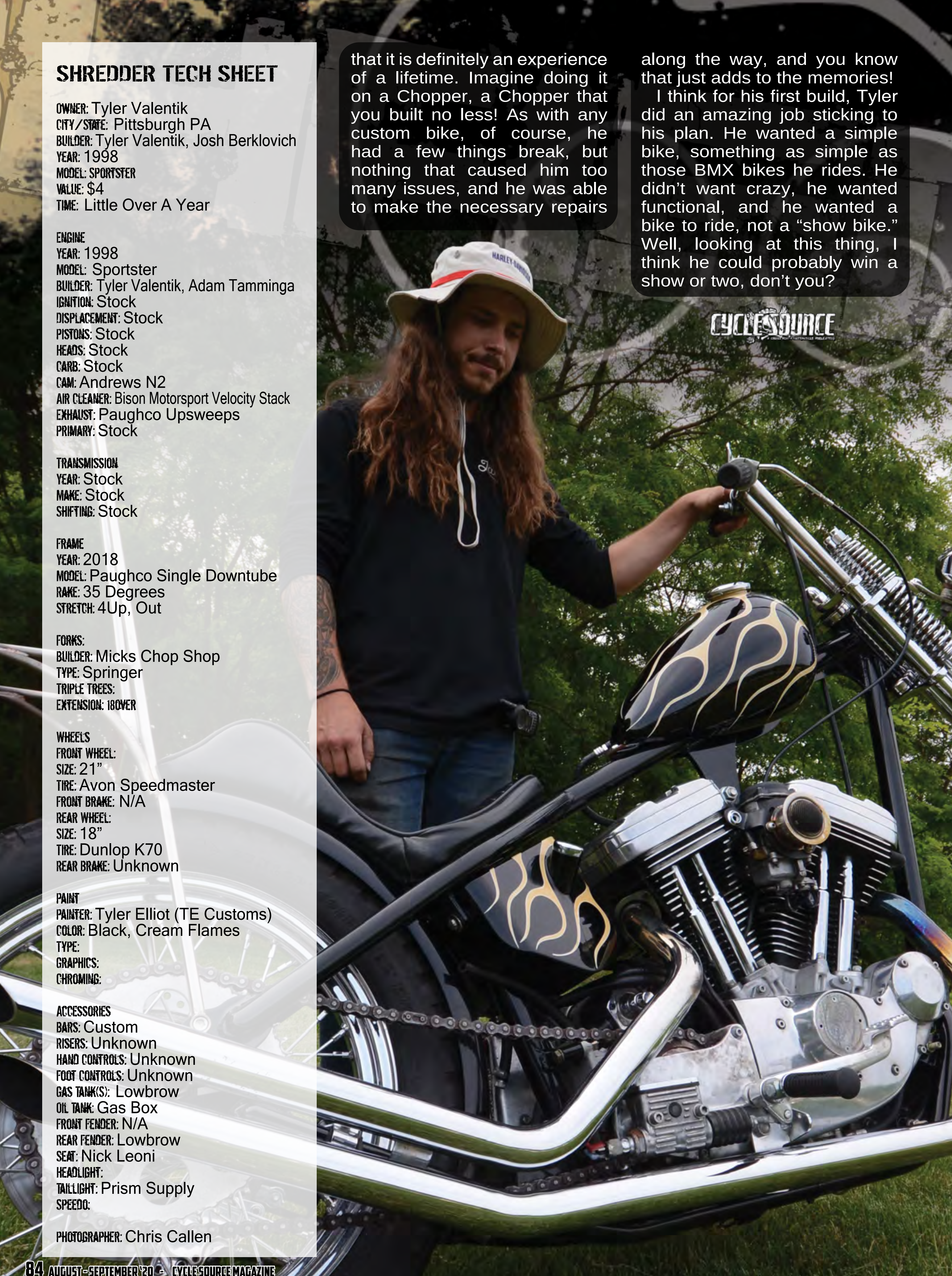
FORKS:
BUILDER: Micks Chop Shop
TYPE: Springer
TRIPLE TREES:
EXTENSION: 18OVER

WHEELS
FRONT WHEEL:
SIZE: 21"
TIRE: Avon Speedmaster
FRONT BRAKE: N/A
REAR WHEEL:
SIZE: 18"
TIRE: Dunlop K70
REAR BRAKE: Unknown

PAINT
PAINTER: Tyler Elliot (TE Customs)
COLOR: Black, Cream Flames
TYPE:
GRAPHICS:
CHROMING:

ACCESSORIES
BARS: Custom
RISERS: Unknown
HAND CONTROLS: Unknown
FOOT CONTROLS: Unknown
GAS TANK(S): Lowbrow
OIL TANK: Gas Box
FRONT FENDER: N/A
REAR FENDER: Lowbrow
SEAT: Nick Leoni
HEADLIGHT:
TAILLIGHT: Prism Supply
SPEEDO:

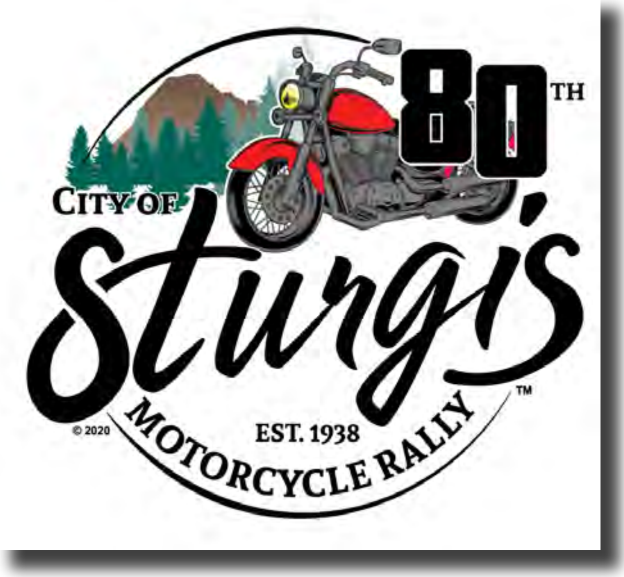
PHOTOGRAPHER: Chris Callen



ONE MAN'S OPINION

STURGIS UNMASKED

Article By: Marilyn Stemp



For decades I covered the Sturgis Rally as a motorsports writer. Early on, I sought input from the City of Sturgis for facts and figures about the Rally. During my weeks in the Black Hills, I naturally made my own observations and obtained information from other towns, businesses, and individuals. So, it didn't take long to notice that the City's press releases, while factual, were scant on details and background. As time went on, I came to regard them as designed more for advertisers and sponsors than media people.

If that's cynical, forgive me. But this June, as OEMs, riders and aftermarket companies kept asking, "Will the City cancel the Rally?" my cynical self remained alert and present. Why? First of all, because of the overblown attention placed on the City's position. See - and I feel like I'm saying this for the thousandth time - the City of Sturgis does not own the Sturgis Rally. For weeks, other towns in the Black Hills, campgrounds, and tourism venues, even the State of South Dakota, indicated the Rally was on. Yet, the riding public was held in limbo for a decision from a single stakeholder, the City of Sturgis, one that actually had no authority to cancel the event.

It was fairly recently, in 2018, when the U.S. Eighth Circuit Court of Appeals ruled against the City, saying in effect that it had not acted in such a manner toward the Sturgis Rally as to claim ownership of the event. The decision was more nuanced than that, and you can read the court documents if you're of a mind to, but it was made clear then that the City didn't own the Rally and could not confer official rally status upon other entities.

Yet the 2018 ruling didn't stop City reps from implying otherwise or conferring "official" status on sponsors. In fact, leading up to the June 15 meeting when council members would vote on Rally parameters (as they did every year,) many people continued to erroneously refer to the city's decision as "official." That term applied only in that city "officials" might vote to issue permits or close streets. See, despite an attitude of authority in the matter, the council could not vote to cancel the Rally or not – you can't control what isn't yours.

But a plan was afoot. City Rally sponsors received a letter in late May indicating the Rally's name was being officially changed (there's that word again...) The letter read: "From this point forward, the *Sturgis Rally* will Officially be known as the *City of Sturgis Motorcycle Rally.* The most notable change being the selection of "Official Marks" available through the City Rally & Events Department..." (Italics and grammar per the original.) A new name? New "Official Marks"? When did that happen, and under what authority was it "official"?

Well, a search of U.S. Patent and Trademark filings shows two applications by the City on June 1, 2020: one for "City of Riders Sturgis" and the other for "80th City of Sturgis Est. 1938 Motorcycle Rally" – the latter with no year designation, unlike the existing 80th anniversary logo that includes "2020." (Oddly, the new "mark" incorporates an anatomically inaccurate image of a motorcycle…)

Those applications were filed at the same time City officials were sending surveys to residents and gathering stakeholder comments - and two weeks before the much-touted June 15th city council vote. And according to the Rapid City Journal, "During the June 8 special City Council meeting, city manager Daniel Ainslie recommended postponing the Rally until 2021..." A skeptical person might think a decision had already been made.

Ultimately, despite their assumed stance as deciders, Sturgis city council joined the many Rally-related entities who'd long articulated a clear point of view; the Rally was on. Deftly implying that, since the big campgrounds outside of town were filling up anyway, they voted to accommodate a modified rally, agreeing to issue vendor permits and close Main Street as usual. A slightly padded list of dis-allowed activities accompanied the vote results. As for moving the 80th celebration to 2021? That idea was a non-starter. At least now, they have time to redraw that logo correctly.

No matter how it's phrased or how many trademark applications are filed, this fact remains: no one owns the Sturgis Rally. If any entity can claim possession in any sense, it's the people who make it happen: the small business owners, the rally vendors, the workers, the infrastructure partners, and most importantly, the riders. Without riders, there is no rally.

That's my official opinion.

KILLIN TIME

On The Road With X

Article By: Xavier Muriel

Well, we're still here, waiting! I thought for sure we'd all be back at it, and I guess some of you might be. This is one of the very real cases of marching to the beat of your own drum. I don't think I can add too much to the already kazillions of opinions about the crap that's happening in the world today so, how bout I don't and we just talk motorcycles. Now, I know that someone reading this will say, "But Hey Man, it's your duty to blah, blah blah, yackety, yack, yack but seeing how it's my column, I am choosing not to, so there it is, deal with it.

Now, where the hell was I? Oh yeah, motorsickles. Since all this has happened, I've taken advantage of the time at home to move forward on the High Seas Rally Build. I have a habit when building, I'm not sure if it's good or bad, but I am sure that I'm not alone in this. After working on something all FU*#ING day, I look at it one more time before I hit the sack. Then bam I'll, think of something different as I'm lying there. Next thing I know, I get up the next day and rip it all apart. Now sometimes, after I do this, it's better, and sometimes it is not. There is a silver lining to this staying put thing, and it's that there's plenty of time for trial and error. I spoke

to a close friend, and when I said to him "getting plenty of work done over there during all this," he simply replied with, "Shit, I work like this all the time." I thought for a second maybe I'm slacking! Ha!

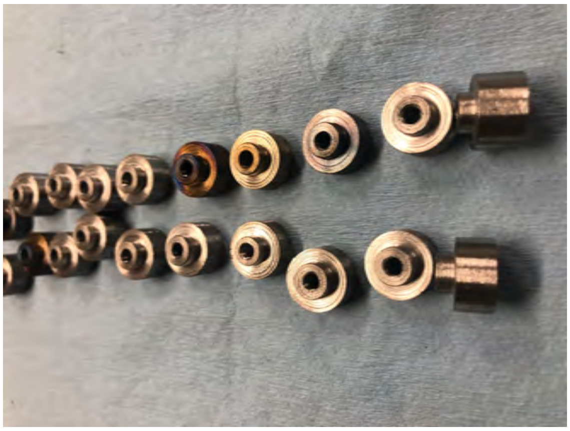
For this project, I decided to make my own oil tank and modify a Chop Cult $50 sporty tank that had no bottom or tunnel and had 2" removed from the height. I wanted to incorporate some different things on the tank, using 10-32 top hat bungs. The problem is that no one makes them in steel, so enter the Southbend Lathe and many hours, making 24 of them to be drilled and tapped. Once I was done, I remember thinking, "How did I ever get by without my lathe?"

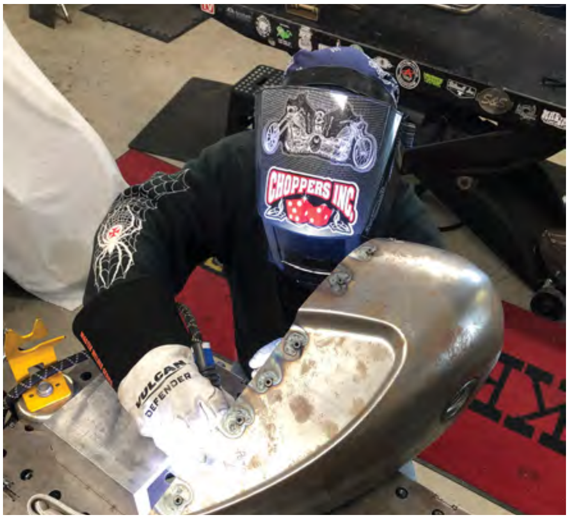
Now don't get me wrong, I don't have as many fancy tools as you'd think. I'm always trying to use whatever I have laying around the shop. I try to get as creative as possible, and it usually works out. As you can see by the pictures, rotors to bend round stock, pipe to put curve in a seat pan, etc., etc.. When I start turning into a whiny little bitch about "I don't have this tool or that tool" I remind myself about building Cholula in a one-car garage in Burbank with almost nothing. She came out awesome if I do say so myself.

I guess if there is a moral to this particular story it would be that motivation, and a little creativity can go a long way! I'm hoping to have this build all mocked up in a few weeks and then get it all, off to paint and chrome to meet the Oct deadline. I'm hoping and praying that this "thing" that we are all dealing with will fade away sooner than later, and we can all get back to attending rallies and seeing our family and friends. If nothing else, I'm hopeful that this will serve as a reminder that the most essential part of it all is to experience each other and live in the moment because that's all we really have.

Until next time Be Good To Yourself and Someone Else...

God Bless X.





PROVIDENCE CYCLE WORX
ONE OFF BUILDS AND CUSTOM PARTS WITH A LITTLE ROCK STAR ATTITUDE
GET YOUR SUPPORT GEAR NOW
CYCLE SOURCE BUILDER OF THE YEAR 2019 WINNER
NEW
PROVIDENCE APPAREL LINE
LOOK FOR CUSTOM PARTS ON LINE SOON
STAINLESS BRAKE STAYS
REMOTE FILTER KITS FOR PANHEADS
CUSTOM PLATE AND TAILLIGHT
CUSTOM HAND GRIPS
STAINLESS FENDER STRUTS
FORWARD CONTROLS
WWW.PROVIDENCECYCL

BOHDAN RACIBORSKI'S 1949 PANHEAD

FIFTEEN BU

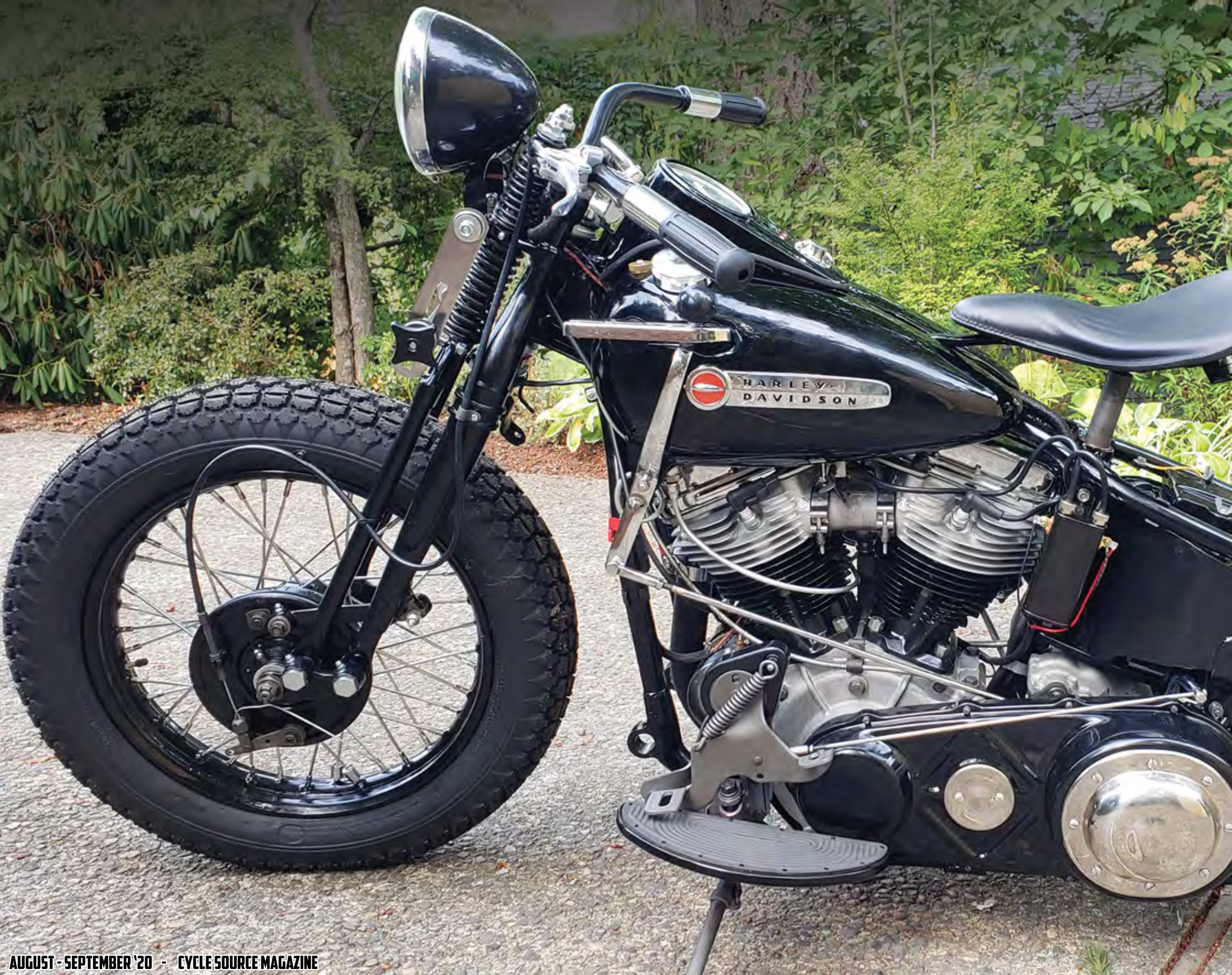
Bohdan Raciborski originally been submitted this beautiful 1949 Panhead as part of the Dennis Kirk Garage Build program, but when we heard the story and saw the classic beauty of this bike, we just knew that we had to feature it.

Bohdan originally hails from Warsaw, Poland; however, when martial law came into existence, he rode his 1942 Harley 45 across all of Europe to eventually stop in France and never looked back. He now resides in Seattle, WA.

Raciborski started riding when he was only sixteen, after seeing the movie *Easy Rider* for the first time he fell in love with motorcycles at first sight. At the time, he was the only one in his family that rode, but that didn't stop him from building his first bike, a 1942 Harley WLA with a Springer front end and a foot clutch. Since then, his whole life has been about motorcycles. He's spent his entire adult life restoring and riding Harleys and other motorcycles, from 45 Flatty and Panheads to a 1976 Shovelhead, he's done a 1972 Servi-car, and eve one Italian scooter!

This build actually started when the previous owner got drafted and, with no place to store the bike, sold it to Bohdan for a mere $15 the night of his departure. Yes, you read that right, he bought a 1949 Panhead for FIFTEEN dollars! Talk about the deal of a lifetime! Man, why do I never stumble across those? Well, it's a good thing Bohdan was in the right place at the right time on that fateful night or who knows what would have happened to this classic beauty.

This 1949 Hydra Glide was built in only six months, and most of the inspiration for it came from the movie *Easy Rider*



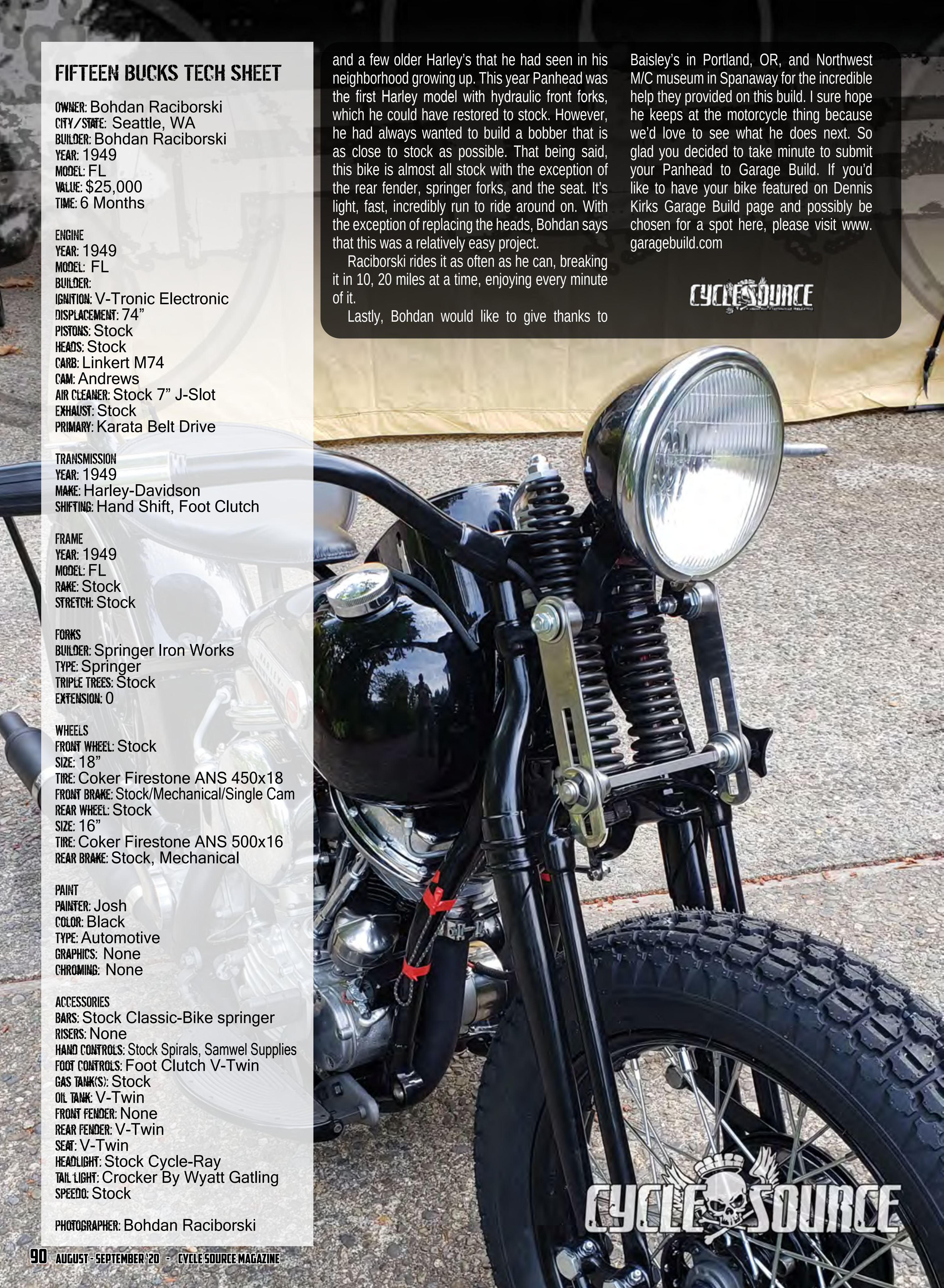
CKS

GARAGE BUILD
FEATURE BIKE

HARLEY
DAVIDS

MILES OR UNDER EXTREMELY
CONDITIONS, EVERY 100 MILES,
MESH PACK, WASH IN GASO-
N OIL, DRAIN, THEN REASSEMBLE

30
20
60 70
80
90
100
110
120
GEN OIL



and a few older Harley's that he had seen in his neighborhood growing up. This year Panhead was the first Harley model with hydraulic front forks, which he could have restored to stock. However, he had always wanted to build a bobber that is as close to stock as possible. That being said, this bike is almost all stock with the exception of the rear fender, springer forks, and the seat. It's light, fast, incredibly run to ride around on. With the exception of replacing the heads, Bohdan says that this was a relatively easy project.

Raciborski rides it as often as he can, breaking it in 10, 20 miles at a time, enjoying every minute of it.

Lastly, Bohdan would like to give thanks to Baisley's in Portland, OR, and Northwest M/C museum in Spanaway for the incredible help they provided on this build. I sure hope he keeps at the motorcycle thing because we'd love to see what he does next. So glad you decided to take minute to submit your Panhead to Garage Build. If you'd like to have your bike featured on Dennis Kirks Garage Build page and possibly be chosen for a spot here, please visit www.garagebuild.com

FIFTEEN BUCKS TECH SHEET

OWNER: Bohdan Raciborski
CITY/STATE: Seattle, WA
BUILDER: Bohdan Raciborski
YEAR: 1949
MODEL: FL
VALUE: $25,000
TIME: 6 Months

ENGINE
YEAR: 1949
MODEL: FL
BUILDER:
IGNITION: V-Tronic Electronic
DISPLACEMENT: 74"
PISTONS: Stock
HEADS: Stock
CARB: Linkert M74
CAM: Andrews
AIR CLEANER: Stock 7" J-Slot
EXHAUST: Stock
PRIMARY: Karata Belt Drive

TRANSMISSION
YEAR: 1949
MAKE: Harley-Davidson
SHIFTING: Hand Shift, Foot Clutch

FRAME
YEAR: 1949
MODEL: FL
RAKE: Stock
STRETCH: Stock

FORKS
BUILDER: Springer Iron Works
TYPE: Springer
TRIPLE TREES: Stock
EXTENSION: 0

WHEELS
FRONT WHEEL: Stock
SIZE: 18"
TIRE: Coker Firestone ANS 450x18
FRONT BRAKE: Stock/Mechanical/Single Cam
REAR WHEEL: Stock
SIZE: 16"
TIRE: Coker Firestone ANS 500x16
REAR BRAKE: Stock, Mechanical

PAINT
PAINTER: Josh
COLOR: Black
TYPE: Automotive
GRAPHICS: None
CHROMING: None

ACCESSORIES
BARS: Stock Classic-Bike springer
RISERS: None
HAND CONTROLS: Stock Spirals, Samwel Supplies
FOOT CONTROLS: Foot Clutch V-Twin
GAS TANK(S): Stock
OIL TANK: V-Twin
FRONT FENDER: None
REAR FENDER: V-Twin
SEAT: V-Twin
HEADLIGHT: Stock Cycle-Ray
TAIL LIGHT: Crocker By Wyatt Gatling
SPEEDO: Stock

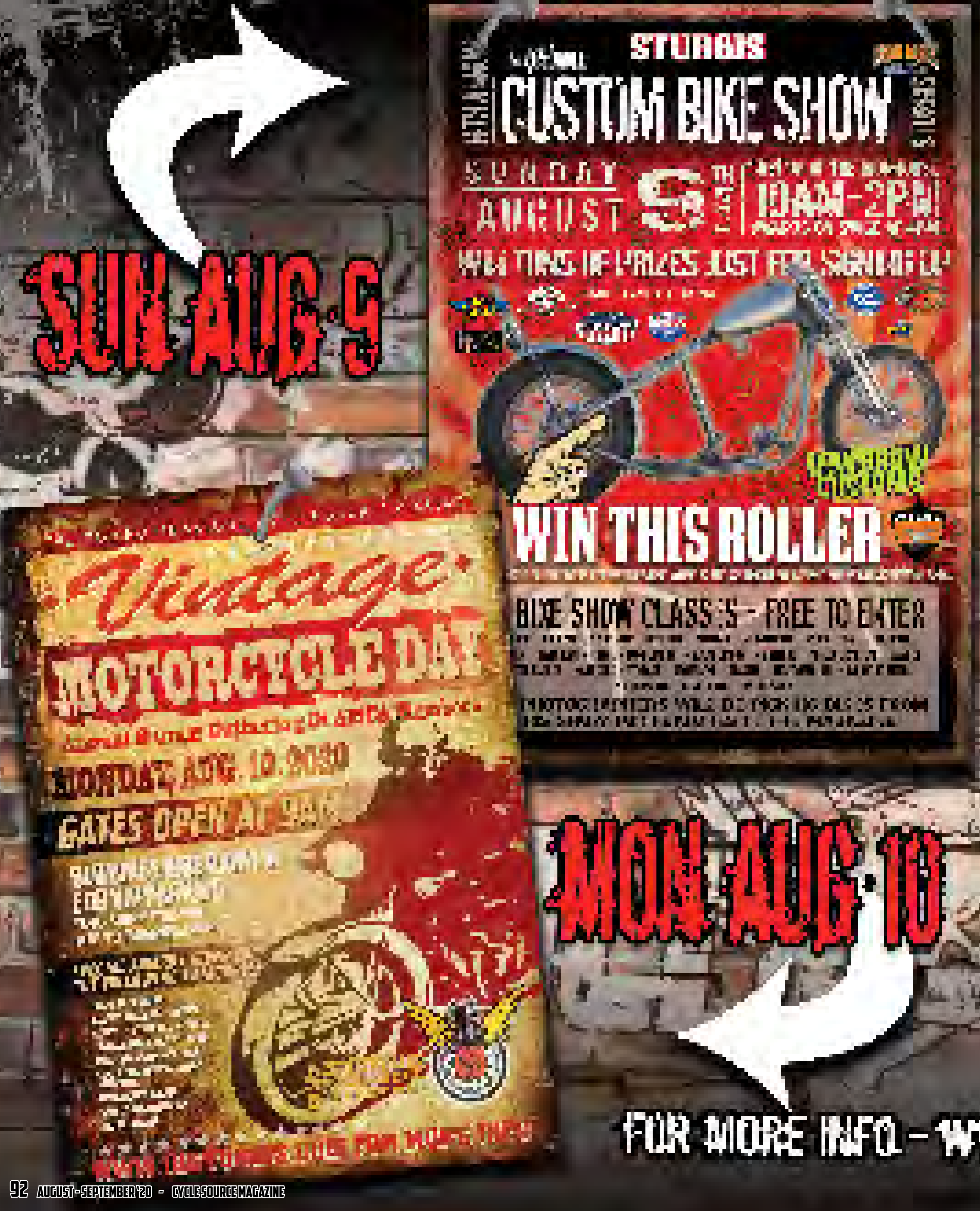
PHOTOGRAPHER: Bohdan Raciborski

TWIST UP YOUR RIDE!
TEXT "TEADOZER" TO 24587 FOR YOUR CHANCE TO
WIN THIS TWISTED TEA BIKE
BUILT BY CYCLE SOURCE
TWISTED TEA
TEA DOZER

NO PURCHASE NECESSARY. SWEEPSTAKES OPEN TO U.S. LEGAL RESIDENTS OF ANY LEGAL U.S. STATE WHO ARE 21 YEARS OF AGE OR OLDER. ONE (1) GRAND PRIZE – WINNER WILL RECEIVE A CUSTOM MOTORCYCLE WITH AN APPROXIMATE RETAIL VALUE ("ARV") - $8,000.00. THE DIFFERENCE BETWEEN ANY STATED VALUE AND ACTUAL VALUE WILL NOT BE AWARDED TO WINNER. SWEEPSTAKES BEGINS AT 12:01 A.M. EST ON 3/1/2020 AND ENDS AT 11:59 P.M. EST ON 11/15/2020. PRIZE WINNER WILL BE SELECTED IN A RANDOM DRAWING ON OR AROUND 11/16/2020. TO ENTER TEXT "TEADOZER" TO SHORTCODE 24587 OR VISIT HTTP://WWW.TEADOZERSWEEPS.COM ("WEBSITE") AND FOLLOW THE ONLINE INSTRUCTIONS TO ENTER FOR A CHANCE TO WIN. STANDARD TEXT RATES MAY APPLY; CHECK YOUR WIRELESS PLAN. UPON ENTRY, YOU WILL RECEIVE ONE CONFIRMATION MESSAGE. **TEXT "HELP" FOR HELP. "STOP" TO CANCEL.** FOR OFFICIAL RULES AND PRIZE DETAILS PLEASE VISIT WWW.TWISTEDTEA.COM OR HAND-PRINT YOUR NAME AND COMPLETE ADDRESS ON A 3" X 5" CARD AND MAIL TO: TWISTED TEA® BIKE OF YOUR DREAMS SWEEPSTAKES OFFICIAL RULES REQUEST, 300 WEST VINE ST, BOX 802, LEXINGTON, KY 40507, DURING THE SWEEPSTAKES PERIOD. VOID WHERE PROHIBITED.

© 2020 TWISTED TEA BREWING COMPANY, CINCINNATI, OH. PLEASE DRINK RESPONSIBLY. **CONTAINS ALCOHOL.** 677208-1851433

CYCLE SOURCE STU



STURGIS

CUSTOM BIKE SHOW

SUNDAY AUGUST 9

10AM-2PM

WIN TONS OF PRIZES JUST FOR SIGNING UP

WIN THIS ROLLER

BIKE SHOW CLASSES - FREE TO ENTER

Vintage

MOTORCYCLE DAY

MONDAY, AUG. 10, 2020

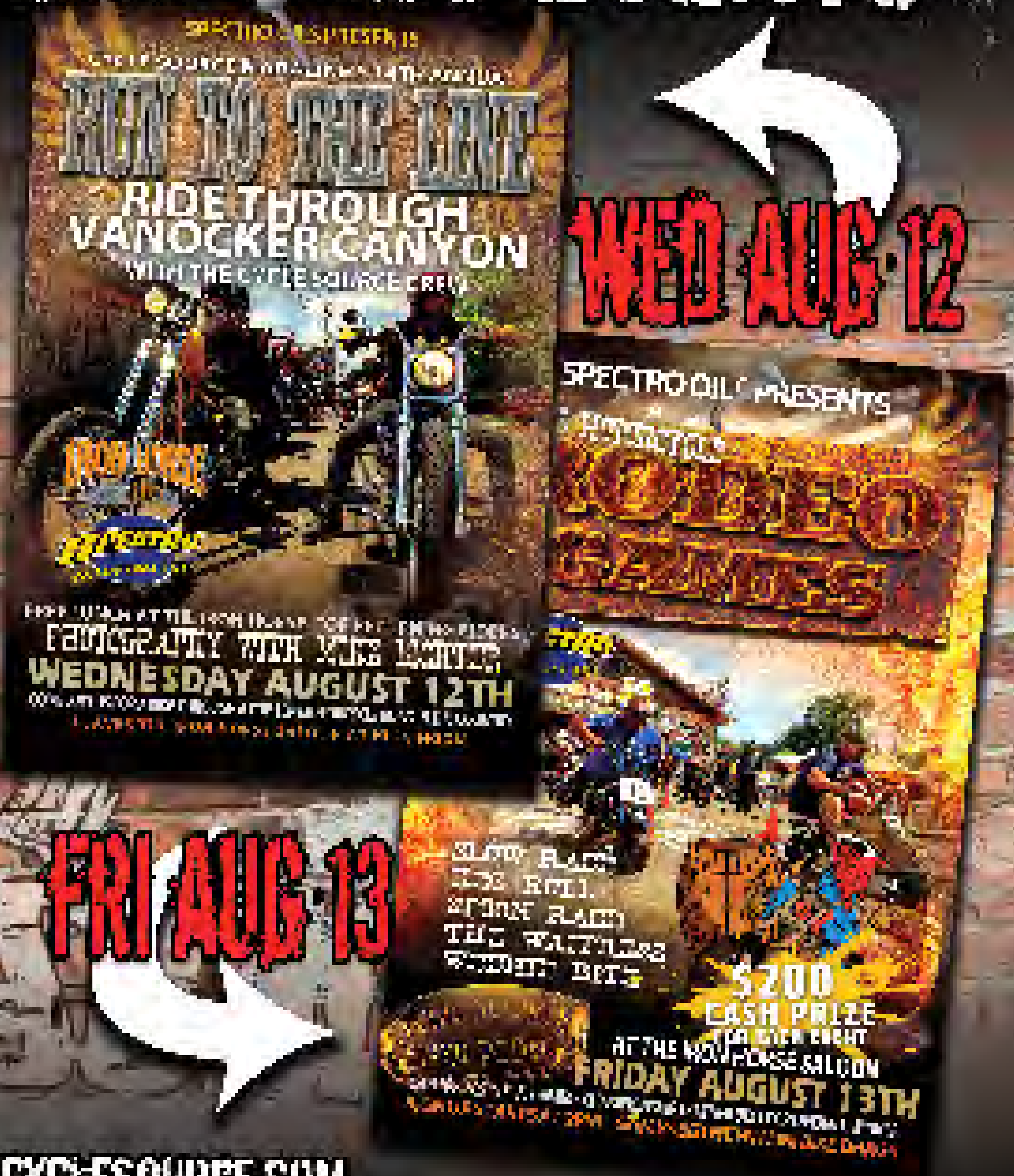
GATES OPEN AT 9AM

SUN AUG 9

MON AUG 10

FOR MORE INFO - WW

RGIS 2020 EVENTS



RIDE THROUGH
VANOCKER CANYON
WITH THE CYCLE SOURCE CREW

WEDNESDAY AUGUST 12TH

WED AUG 12

SPECTRO OIL PRESENTS

RODEO GAMES

$200
CASH PRIZE
FOR EACH EVENT

AT THE IRON HORSE SALOON
FRIDAY AUGUST 13TH

FRI AUG 13

W.CYCLESOURCE.COM

CALIFORNIA COWBOY PASSES THE TORCH

SCRATCH

I've been fortunate to call Stacy McCleary, aka "The California Cowboy," a good friend for a few years now, and I always look forward to anything he builds. Some guys build a variety of bikes between each build, depending on customer requests or certain popular styles. Well, Stacy isn't one of those guys; he builds Choppers…period!

This particular Stacy's Garage bike was initially built back in 2012. After riding it and showing it for six years, Stacy tore the bike down to start from scratch for another project. For the time being, most of the parts went into the building of three different bikes. You see, Stacy is like most of us; he doesn't have an unlimited budget to build a bike, so when he starts a build, sometimes he repurposes parts from a previous project or digs through the parts that he's managed to accumulate over the years.

Now, the tank on this bike was special to him because his shop's name was on it, and at the time, he was planning to put it on display in his pool table room. After some serious consideration, he decided to build a chopper using these tins. So he talked with his very understanding wife Danell and told her that he planned to build a chopper to give to their son Brian! Now, that's a cool Dad if you ask me! Stacy started digging into his shed,

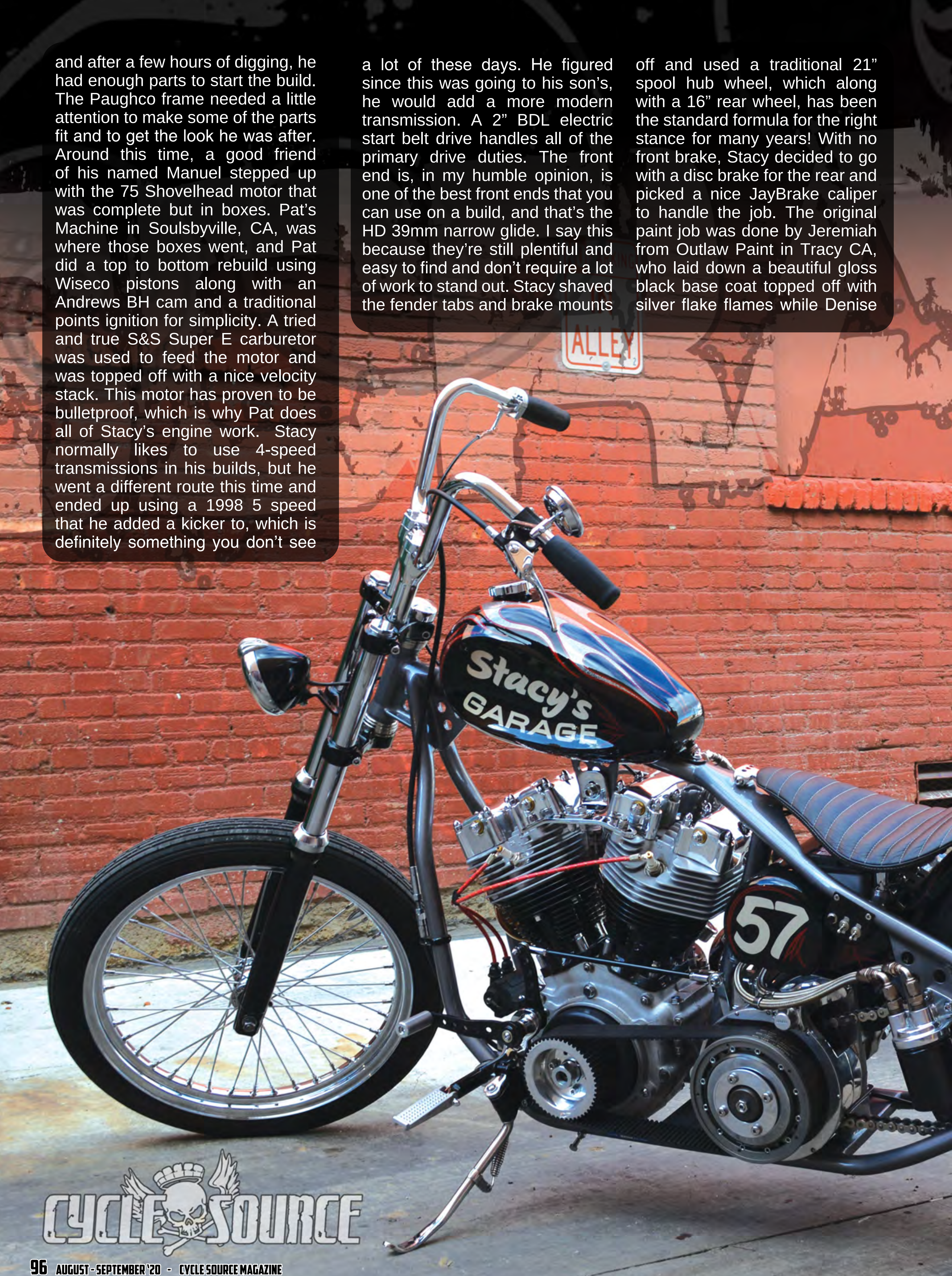
Article By: Roadside Marty And Photos By: Chris Callen

H BUILT

BEST STREET VIBRATIONS BIKES OF

Stacy's GARAGE
57
acy's
ARAGE

and after a few hours of digging, he had enough parts to start the build. The Paughco frame needed a little attention to make some of the parts fit and to get the look he was after. Around this time, a good friend of his named Manuel stepped up with the 75 Shovelhead motor that was complete but in boxes. Pat's Machine in Soulsbyville, CA, was where those boxes went, and Pat did a top to bottom rebuild using Wiseco pistons along with an Andrews BH cam and a traditional points ignition for simplicity. A tried and true S&S Super E carburetor was used to feed the motor and was topped off with a nice velocity stack. This motor has proven to be bulletproof, which is why Pat does all of Stacy's engine work. Stacy normally likes to use 4-speed transmissions in his builds, but he went a different route this time and ended up using a 1998 5 speed that he added a kicker to, which is definitely something you don't see a lot of these days. He figured since this was going to his son's, he would add a more modern transmission. A 2" BDL electric start belt drive handles all of the primary drive duties. The front end is, in my humble opinion, is one of the best front ends that you can use on a build, and that's the HD 39mm narrow glide. I say this because they're still plentiful and easy to find and don't require a lot of work to stand out. Stacy shaved the fender tabs and brake mounts off and used a traditional 21" spool hub wheel, which along with a 16" rear wheel, has been the standard formula for the right stance for many years! With no front brake, Stacy decided to go with a disc brake for the rear and picked a nice JayBrake caliper to handle the job. The original paint job was done by Jeremiah from Outlaw Paint in Tracy CA, who laid down a beautiful gloss black base coat topped off with silver flake flames while Denise



from Corbett Graphics did the graphics.

The build took about four months to complete. Stacy and Danell didn't tell anyone about their plans to give the bike to Brian, which was easy because Brian lives about 10 miles outside of Reno NV. McCleary completed the project in July of last year just in time for Hollister. Mondo of Denver's Choppers was putting on a bike show at Corbin's Open House, and Brian was going to be there helping Mondo. Early Saturday morning Stacy and Danell loaded up the bike and headed for Hollister. Once they got there, they asked Brian to help them unload for the show. Now, remember this was the first time Brian had seen the bike. When several of Stacy's friends were checking the bike out while Brian sat on it, Stacy asked Brian what he thought of the bike, and of course, he said he liked it. That's

Stacy's
GARAGE

Stacy's
GARAGE

when Stacy said, “Good because it’s yours!!” Mondo happened to be standing there at that moment and just laughed because he couldn’t believe Stacy did that. Brian realized how much of a gift this was from his parents, so now it’ll never leave the family!! The next time you see a guy wearing a cowboy hat and talking nonstop about choppers do yourself a favor and introduce yourself to The California Cowboy; I promise you’ll be glad you did!!! Roadside Marty

SCRATCH TECH SHEET

OWNER: Brian McCleary
CITY/STATE: Sparks, Neveda
BUILDER: Stacy’s Garage
YEAR: 2019 Special Construction
MODEL: Chopper
VALUE: Priceless
TIME: 6 Months

ENGINE
YEAR: 1975
MODEL: Shovelhead
BUILDER: Pat’s Machine - Soulsbyville, CA
IGNITION: Points
DISPLACEMENT: 74 Cubic Inch
PISTONS: Wiseco
HEADS: Stock HD
CARB: S&S Super E
CAM: Andrews BH
AIR CLEANER: Velocity Stack
EXHAUST: Stacy’s Garage
PRIMARY: 2” Open BDL

TRANSMISSION
YEAR: 1998
MAKE: HD 5 Speed with Kicker
SHIFTING: Foot

FRAME
YEAR: 2010
MODEL: Paughco/Stacy’s Garage
RAKE: 30 Degree
STRETCH: No

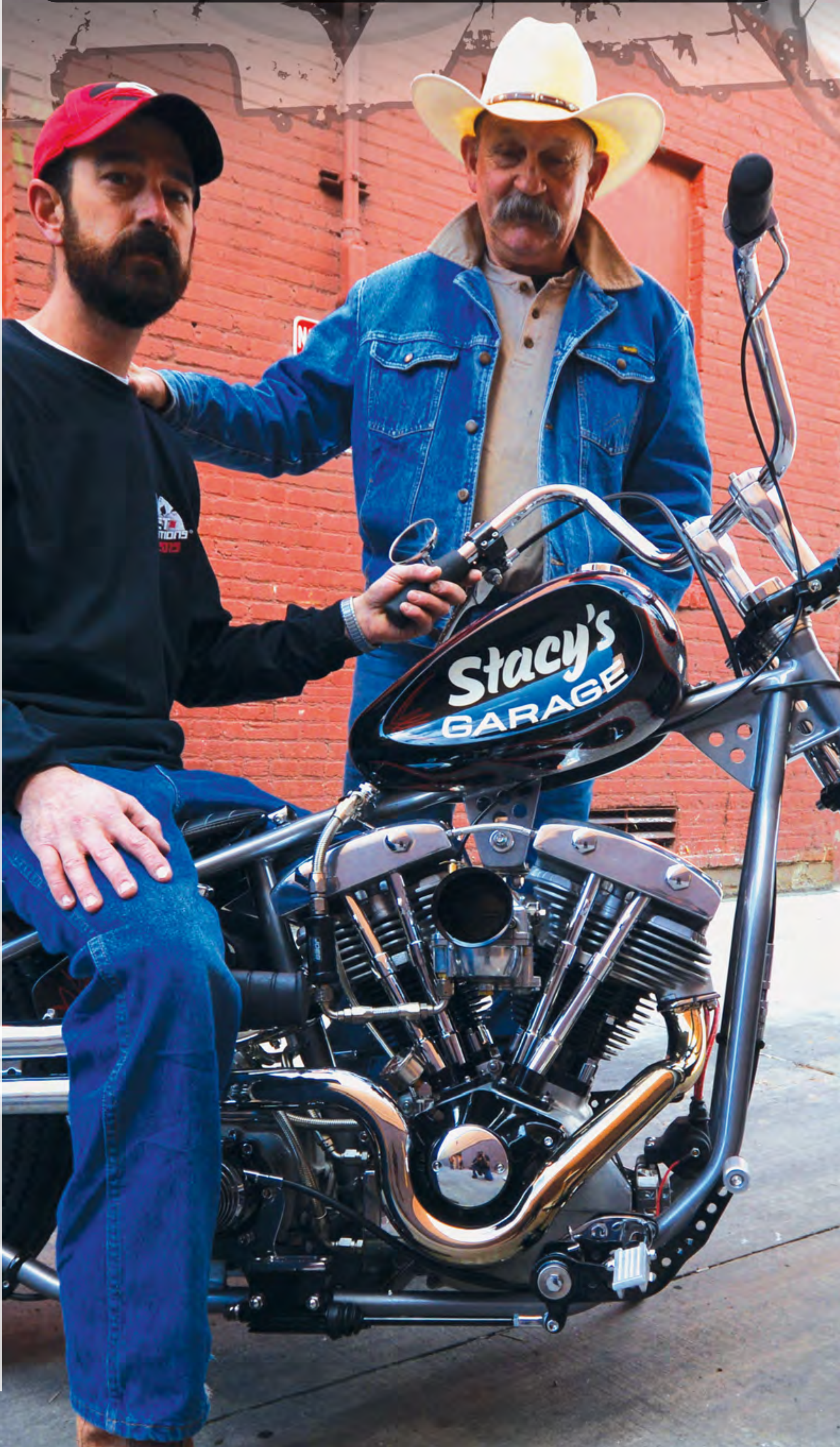
FORKS SPORTSTER
BUILDER: HD - Stacy’s Garage
TYPE: 39 mm
TRIPLE TREES: Shaved HD
EXTENSION: 2” Over

WHEELS
FRONT WHEEL: Laced Chrome
SIZE: 2.15 X 21
TIRE: 3.00 X 21 Avon Speedmaster
FRONT BRAKE: No
REAR WHEEL: Laced Black
SIZE: 3.50 X16
TIRE: 5.00 X 16 Firestone
REAR BRAKE: Jaybrake

PAINT
PAINTER: Outlaw Paint - Tracy, CA
COLOR: Black/Silver Flake Flames
TYPE: Unknown
GRAPHICS: Corbett Graphics - Modesto, CA
CHROMING: West Coast Chrome - Modesto, CA

ACCESSORIES
BARS: BUCKHORN - Stacy’s Garage
RISERS: Swap Meet (Vintage)
HAND CONTROLS: Jaybrake - Stacy’s Garage
FOOT CONTROLS: Stacy’s Garage
GAS TANK(S): Swap Meet - Stacy’s Garage
OIL TANK: Paughco - Stacy’s Garage
FRONT FENDER: No
REAR FENDER: Stacy’s Garage
SEAT: Stacy’s Garage
HEADLIGHT: Swap Meet - 50’s Spotlight
TAIL LIGHT: Model A Ford
SPEEDO: No

PHOTOGRAPHER: Chris Callen



HOT LEATHERS

CLICK HERE TO VIEW THE ENTIRE GLOVES COLLECTION

SHOP NOW

SHOP NOW

SHOP NOW

SHOP NOW

HOT LEATHERS

CLICK HERE TO VIEW THE ENTIRE GLOVES COLLECTION

SHOP NOW

SHOP NOW

SHOP NOW

SHOP NOW

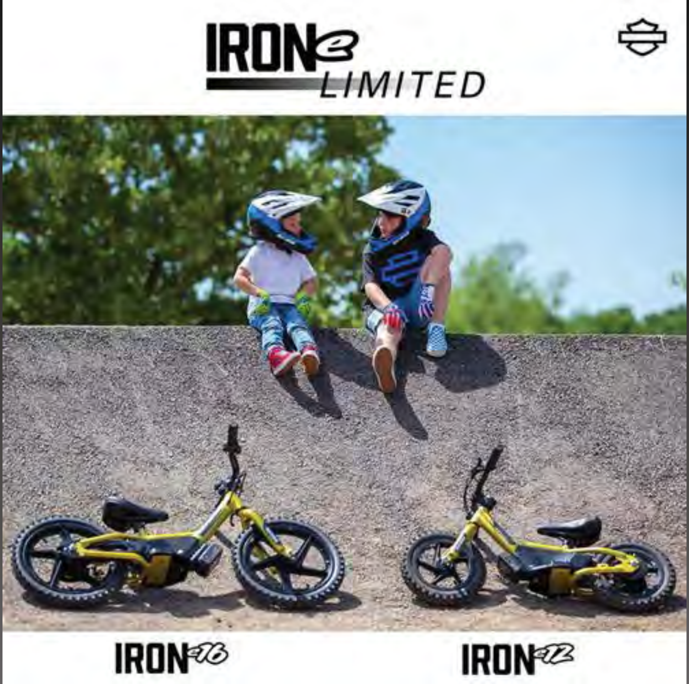
THE WORLD REPORT

POWERED BY BIKERNET.COM

RIDE FOREVER
BIKERNET

Hey, It's amazing how some folks can react to the wrong behavior with the wrong behavior. It doesn't matter what happened in the past, only what is happening now. It only matters what we do, daily. Remember, everything will be all right in the end. If it's not all right, it's not the end. Just gotta keep plugging away and building cool shit. Let's hit the news:

Ride In Style From An Early Age With The Limited Edition Harley-Davidson IRONe12 and IRONe16 Limited to 550 Units Nationwide and Available Now - Available now, the Limited Edition IRONe12 and IRONe16 electric balance bikes provide a custom ride for riders as early 3 years of age. Limited to 550 units nationwide, the Limited Edition IRONe12 and IRONe16 feature a custom graphic treatment and are painted in the same Yellow Fuse color that is also available on the Harley-Davidson LiveWire motorcycle.



IRONe12 and IRONe16 electric balance bikes are electric-powered two-wheelers specifically designed for kids aged 3-7 years old and under 75 lbs., that can help catalyze the experience of riding for the first time. Balance bikes offer an early learning tool for hand-eye coordination and help children develop skills while having fun.

Help your child learn to push, balance, coast and brake in the non-powered mode before graduating to the powered mode – and the throttle. The Limited Edition IRONe12 and IRONe16 electric balance bikes are geared toward instilling a lifetime love for riding on two wheels from an early age.

"The Limited Edition IRONe12 and IRONe16 are impressively custom and extremely limited," said Jon Bekefy, general manager of brand marketing at Harley-Davidson Motor Company. "No other Harley-Davidson shares the Yellow Fuse color exclusive to LiveWire, which is the halo of the H-D EV portfolio."

The Limited Edition IRONe12 (from $699 MSRP) and IRONe16 (from $749 MSRP) and standard Harley-Davidson IRONe12

Operational Changes at Tucker -In a letter to dealers and vendors, Marc McAllister, the recently appointed President at Tucker Powersports, has announced a next stage in his plans to streamline the business.

"We are making changes at Tucker Powersports designed to strengthen our company and make us a better partner for you and your business," he told dealers and vendors.

"Two weeks ago, we announced that we were closing our offices in California and Arizona and moving the product development and purchasing for our Apparel Group and Dragonfire Racing into our Texas office."

On May 15, McAllister went further, announcing "an organizational change which realigns our product management staff and also eliminates two senior level positions - the COO position, which had been held by Danny Anderson, and the CCO [Chief Commercial Officer] position, held by Greg Blackwell.

"We wish Danny, Greg and the small number of other Tucker employees who will not be returning from furlough the best and we thank them for their contributions to our company.

"I've asked all of our team members to focus on being the company that adds value to our customers. We want to make our dealers better because they have chosen to purchase from Tucker. This is a complicated task, but my simplified recipe for doing it is to assemble and deliver the best collection of high-demand products in the industry and be operationally great in all aspects of our business.

"I hope you will see us getting better and stronger with the changes we have made. We will continue to provide great sales programs, great marketing for our products and consistent and efficient purchasing and payment to our suppliers." www.tucker.com --from DealerWorld

Motorcycle Cannonball Chronicles Launches - Motorcycles from The Past Race Into The Future!

The Motorcycle Cannonball has been well documented with racers riding age old machines, dressed in full regalia from a time gone by. This year, however, this living breathing monument to motorcycling past moves years into the future with a new live broadcast: The Cannonball Chronicles.

Stemming from an interview series started by Open Road Radio's Gina Woods, this new weekly program will primarily feature the trials, tribulations and stories of the race teams as they prepare for the upcoming Motorcycle Cannonball Race.

Join host, Jason Sims, promoter of MCR, along with his co-host Rob Nussbaum, of Retrocycle as they deliver Cannonball news, talk about its history, and introduce us to the competitors. Going under the same name Gina Woods had for her interview series was just too good of a fit and you can expect that Open Road Radio will be working in concert as this show develops.

Additionally, each episode will feature the incredible work of renowned motorcycle photographer, Michael Lichter. Michael will feature one image per show that he captured during previous historic races and provide an in-depth description of who, what, when, where, and why before opening it to group discussion.

You can participate in these discussions through the comment section of your favorite social media platform; Facebook, YouTube, Twitter, Twitch and Periscope. Motorcycle Cannonball, Retrocycle and Choppertown will also be carrying the feed so be sure to tune in on Wednesday nights at 9pm EST for the Cannonball Chronicles.

Beautiful Bikers Rider Prep Workshop Is Online - We are excited to announce our second Beautiful Bikers Spring/Summer Online Rider Prep Workshop!

Join our featured speaker Robyn "RoKo" Kocienski, along with Porsche Taylor of the Beautiful Bikers Conference& Black Girls Ride Magazine for a workshop to gear you up for your upcoming Spring/Summer Long Distance Rides. Robyn will cover Riding to Alaska. Learn long distance tips and tricks to plan and save for your ride! Raffle Giveaways are provided courtesy of Indian Motorcycle! All are welcome! Registration is FREE!

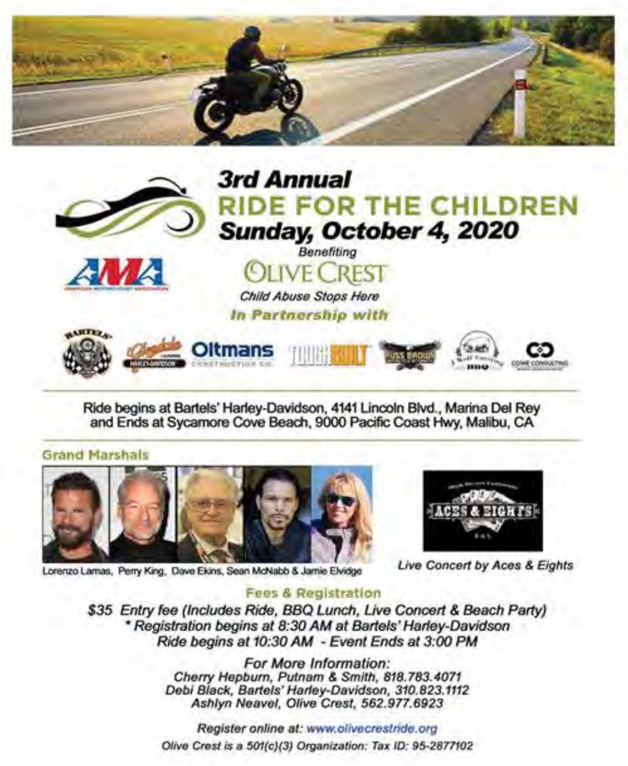
International Female Ride Day 2020: Ride to Calico Ghost Town

This year's International Female Ride Day takes us from Long Beach, CA to Calico Ghost Town, in honor of our sisters: Runway, Stilletto, Granny, Buttercup, SJ Harris, and all of our Fallen Female Riders. We'll start the day with a beautiful ride, and end with a poolside celebration! Save the Date, August 22, 2020, 9:30am. More info coming soon! If you have a rider you would like us to honor, email blackgirlsridemag@gmail.com.

Bikernet To Sponsor The 3rd Annual Ride for the Children - Benefitting Olive Crest's programs for abused children is to begin at Bartels' and end at Sycamore Cove State Beach, Malibu, California.

MOTORCYCLE
CANNONBALL
CHRONICLES

The Ride for the Children has been a huge success over the last 2 years and this year, we expect ~500 motorcycle riders and another ~250 beach party attendees.


AMA
Oltmans Construction Co.
Aces & Eights

3rd Annual
RIDE FOR THE CHILDREN
Sunday, October 4, 2020
Benefiting
OLIVE CREST
Child Abuse Stops Here
In Partnership with

Ride begins at Bartels' Harley-Davidson, 4141 Lincoln Blvd., Marina Del Rey
and Ends at Sycamore Cove Beach, 9000 Pacific Coast Hwy, Malibu, CA

Grand Marshals

Lorenzo Lamas, Perry King, Dave Ekins, Sean McNabb & Jamie Elvidge

Live Concert by Aces & Eights

Fees & Registration
$35 Entry fee (Includes Ride, BBQ Lunch, Live Concert & Beach Party)
* Registration begins at 8:30 AM at Bartels' Harley-Davidson
Ride begins at 10:30 AM - Event Ends at 3:00 PM

For More Information:
Cherry Hepburn, Putnam & Smith, 818.783.4071
Debi Black, Bartels' Harley-Davidson, 310.823.1112
Ashlyn Neavel, Olive Crest, 562.977.6923

Register online at: www.olivecrestride.org
Olive Crest is a 501(c)(3) Organization: Tax ID: 95-2877102

Bikernet.com will sponsor the 3rd Annual Ride for the Children to be held October 4, 2020 beginning at Bartels' Harley-Davidson in Marina Del Rey and ending at Sycamore Cove State Beach in Malibu. This year in addition to the motorcycle ride, we are inviting non-riders to join us for the Beach Party!

We have an incredible lineup of Grand Marshals; Lorenzo Lamas, Perry King, Sean McNabb, Jamie Elvidge and Dave Ekins. Also, joining us again will be the classic rock band, Aces & Eights and catering by JWolf Catering. - Cherry

Ohio Earplugs Law—Ohio Gov, Mike DeWine signed into law a bill that allows motorcyclists to wear earplugs or earphones for ear protection while riding.

Ear plugs can help protect riders and passengers from potential damage to their eardrums from exhaust and wind noise. The bill was supported by the AMA and ABATE of Ohio. -from the AMA

Riding Free From Dc: Your Biker Bulletin From Inside The Beltway -

State News – Idaho passes a distracted driving law - Distracted Driving HB 614 passed both the House and the Senate and has been sent to the Idaho Governor Little to sign it into law. After a rash of injuries and deaths in North Idaho starting about three years ago, ABATE of North Idaho (ANI) held a rally to find out how to end the needless accidents and deaths. We found that Idaho only had a No Texting law, and the journey began. ANI spent two years building a coalition of like-minded groups such as the Trucking Association, Tow Truck Operators, Law Enforcement Agencies, Bicycling, and Running groups. Even with a growing coalition working diligently, they remained unsuccessful in passing a law.

On the third year, the coalition grew by adding the Idaho Insurance Lobby, Idaho Coalition of Motorcycle Safety (ICMS), Fallen Rider Fund Idaho along with gaining the statewide support of Law enforcement, the legislation passed with a heavy majority vote from both chambers. The law takes effect in 6 months, with only warnings being issues until that time.

This legislation became law only through the hard work that everyone involved in the beginning by recognizing the importance of building a coalition and getting ICMS, FRFI, and Law Enforcement during the final year. Thank you to all who were part of this journey, as this would never have gotten completed without everyone's help.

The very best thing about its passage is that it helps and protects everyone in the state. It is for all Idahoans, not just the motorcycle riders. Still, it only shows that we can all work together for the betterment of all.

If you have any questions, concerns or want to share a funny meme, you can reach me at (202) 725-5471 or by emailing tiffany@mrf.org.

International Female Ride Day

LONG BEACH, CA
CALICO GHOST TOWN, CA

Aug 22, 2020

BLACK GIRLS RIDE

Indian Motorcycle
SLINGSHOT
RUSS BROWN MOTORCYCLE ATTORNEYS

ALL RIDERS ARE WELCOME! JOIN THE MOVEMENT!

MEET LOCATION: 730 E. BROADWAY AVE, LONG BEACH, CA 90802
REGISTRATION: 9:30AM • KICKSTANDS UP 10:30AM SHARP • CALL 310.733.0508 FOR INFO
OR EMAIL: BLACKGIRLSRIDEMAG@GMAIL.COM

BLACKGIRLSRIDE.COM | BLACKGIRLSRIDE

AMA Legislative News—Maryland - State Delegate Kathy Szeliga (R-Baltimore County, Hartford County) has reintroduced a bill that would allow lane splitting in Maryland, as well as require state agencies to create guidelines for safe lane splitting and ways to incorporate the practice into rider education.

Szeliga's H.B. 920 was referred to the House Environment and Transportation Committee.

This is just the second time a lane splitting bill has been introduced in Maryland. This bill would require that the state agencies, including the Motor Vehicle Administration and State Highway Administration, develop guidelines for safe and appropriate lane splitting for motorcyclists and other road users.

Also, in Maryland, S.B. 237 would make motorcycle helmets optional for riders and passengers if the motorcycle operator is 21 or older, has at least two years of riding experience and has completed an approved safety course.

Similar bills were introduced in each session of the General Assembly since 2016 but failed to advance out of committee. -AMA

Life Is Amazing - And it's constantly changing. If you don't change, the world will change around you and leave you behind. That's just the way it is.

If you like this news and want more news, quicker, slip over to Bikernet.com and check out the blog or the weekly Bikernet News. And don't hesitate to reach out. -Bandit

CUSTOM HAND ENGRAVED PRODUCTS
INCLUDING PARTS, CLUB BUCKLES, AND PERSONALIZED JEWELRY.

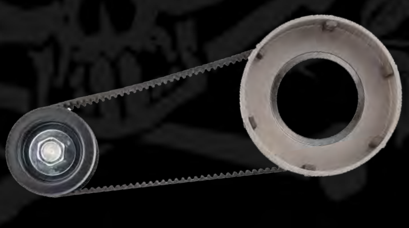
- POINTS COVERS
- DERBY COVERS
- ROCKER COVERS
- TRANNY COVERS
- FORK LEGS
- FENDER STRUTS
- SHIFTER KNOBS
- CLUB BUCKLES

Bluegrass Engraving
Buckles . Jewelry . Engraving

502-565-8635
BLUEGRASSENGRAVING@GMAIL.COM
INSTAGRAM @BLUEGRASS_ENGRAVING

SEE OUR ENTIRE COLLECTION TODAY AT BLUEGRASSENGRAVING.COM

NEW HOT OFF THE RACK PRODUCTS



ENCLOSED CONVERSION FOR EARLY TAPERED AND SPLINED SHAFT KICKER MODELS

BDL's enclosed drive part #61-39-SK-2 is designed specifically for fitment to 1955-1964 H-D Big Twins. The "S" in SK stands for splined engine shaft and the "K" stands for Kick start only. This is an 8mm. enclosed primary drive kit that accepts the OEM clutch hub most commonly known as the 3 finger hub. The 61-39 indicates sprocket tooth count, 39 front and 61 rear. These two pulleys are the smallest BDL makes for the early model bikes in 8mm. The kit will work on several other splined shaft kick start models. Call for details. BDL also offers this conversion for tapered shaft models 1936-1954. The tapered shaft kit part number is 61-39-TK-1. Both kits run just $381.50 and can be ordered direct from BDL and BDL dealers worldwide. Phone 714-693-1313 ext 232 or 227 www.beltdrives.com

GMA'S 2020 FWD CONTROLS

These cutting edge controls provide fine tuned operation with unequaled rider feel and feedback. Mounting brackets on the most recent models have been reshaped to provide a lower profile. Control kits feature a splined shift shaft and unique shift shaft arm with pinch bolt for plenty of indexing options. The shaft is larger in diameter and supported by an oil impregnated bronze bushing pressed into the left side mounting bracket. They've also fit an adjustable actuating rod and clevis design for the rear brake pedal, while retaining the adjustable indexing foot lever. Controls are offered with either flat or banded round pegs. The redesigned mounting brackets make for a simple installation and provide plenty of clearance for aftermarket frames. Fits your standard OEM (3) hole left side and (2) hole right side FX and early FL style frames. GMA calls out 1986-1999. Manufactured 100% in the USA. For complete details visit the BDL/GMA site at www.beltdrives.com

Z1R DEAGLE JACKET

Paying homage to our great country, we put our spin on a patriotic jacket. This jacket is constructed from premium full grain cowhide leather. Chest and back vents create the ultimate temperature regulation throughout the jacket. For a better, more custom fit, adjustable zippered side gussets and shoulder gussets for increased mobility were added. The ability to add armor into this jacket's back, shoulder, and elbow is also available. Available in sizes S-5X. Available in black or brown leather. Suggested retail $199.95.www.Z1R.com

ENGINE CONTROL MANAGER FOR THE INDIAN FTR1200

The crew at S&S Cycle are big fans of the Indian FTR 1200 along with the rest of the world and last year launched several top notch exhaust for the model (the stainless high pipe looks so right on the FTR!). Their latest is a technology move and allows the base model FTR1200 to enjoy the additional modes that were only available in the S model. The S&S Engine Control Manager is a handlebar mounted switch that communicates with the bike's ECM and unlocks the Rain and Sport modes that were previously unavailable on the base model. Simple installation and easy to access switch allows for quick mode changes and transforms the bike in a single click. MSRP of only $199.95, for more info check out the S&S Cycle site https://www.sscycle.com/feature/indian-ftr-1200/engine-control-manager-for-indian-ftr-1200

SWINGARMS FROM BROCK'S FOR AMERICAN V-TWINS

Brock's Performance announces a line of swingarms designed for Baggers, Dynas and FXRs. Manufactured from 6061-T6 aluminum custom-shaped into rectangular tubes through an extrusion process, meaning it's much lighter and just as strong. Each swingarm comes with a hollow, Chromoly axle, and all the hardware necessary for installation, including spherical pivot bearings lined with PTFE so no service is needed. Brock's flexible design allows for a wheelbase up to 3 inches longer than stock. And multiple shock mount locations make it easy to lower the rear up to 2 inches (All Versions) or raise the back up to 2 inches (West Coast Bagger version). Brock's Touring and Dyna swingarms are 100% bolt-on using your OEM rear wheel and pulley - or your favorite aftermarket replacement rear wheel. Designed, manufactured and assembled in the USA. Available from Brock's: https://brocksperformance.com/v-twin/v-twin-swingarms-1/

DRAG SPECIALTIES FRONT DUAL RING TURN SIGNAL INSERTS

Drag Specialties dual ring turn signal inserts are now available with 2” diameter GEN 300 Series LED clusters that are even brighter than the original design. Available in bullet or flat lens style styles, these inserts feature an outer ring of 24 white LEDs that function as driving lights and an inner ring of 24 amber LED turn signal lights. When the turn signals are activated, the white LEDs turn completely off for the entire turn signal cycle, providing greater visibility to the amber turn signal. The inserts must be used with a clear or smoked lens (sold separately). Sold in pairs. They fit signals with an 1157 bulb base and are BCM and DOT compliant. Suggested retail is $94.95.https://www.dragspecialties.com/products/?productId=595033

Z1R MILL GLOVES

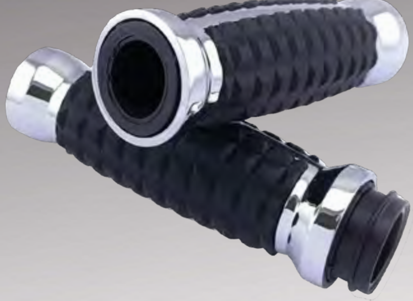
Z1R introduces the brand new women’s Mill glove. Premium fit meets protection in the all new Mill glove from Z1R. Utilizing a spandex, stretch fit performance backhand combined with pre-curved fingers, this glove fits better than anything you’ve worn before. The texturized Clarion® palm with an extremely high grip overlay will allow for maximum control. Touch screen capability to the index and thumb fingers adds a nice extra touch. With the added D30® Impact Protection in the knuckles, this light-weight glove certainly packs a punch. Sizes S-3X. Suggested Retail $29.95.www.z1r.com

DRAG SPECIALTIES BATTERY CABLE KITS

Drag Specialties Battery Cable Kits are now available for 09-17 Softail and 10-13 XL models. Cables are manufactured with pure electrolytic-grade, 36-gauge tinned copper strands ensuring flexibility without sacrificing current transfer and feature 1/4” and 5/16” terminals. Drag Specialties battery cable kits provide maximum current boost to the starter motor. Suggested retail starts at $37.95. https://www.dragspecialties.com/products/?productId=589204

DRAG SPECIALTIES GRENADE GRIPS

Add explosive style to your ride with Drag Specialties’ new Grenade Grips. They feature die-cast aluminum bodies with comfortable soft rubber inserts. Available in chrome and matte black and fit 08-20 FLHT/FLHR/FLHX/FLTR, HD FL Trikes, 16-20 Softails, 20 ELW,16-17 FXDLS, 13-15 FXSBSE, 14-15 FLSTNSE, 11-12 FLSTSE (except models w/air-assisted forks). Sold in pairs. Suggested retail is $89.95. For more information, go to www.dragspecialties.com or contact your local Drag Specialties dealer.



PYTHON® 41/2” SCALLOP-CUT SLIP-ON MUFFLERS

Now available for 17-20 FLHT/FLHX/FLHR/FLTR/FLTRX/FLTRU/FLTRK models, these massive 41/2” diameter chrome muffler bodies are engineered to perfect the sound of the M-Eight engine. The high-velocity shielded cores offer protection from heat discoloration while still producing outstanding performance gains. The mufflers are fifty-state emission compliant, sold in pairs and are made in the U.S.A. Suggested retail $499.95 https://www.dragspecialties.com/products/?productId=595049

DRAG SPECIALTIES IGNITION COIL

Drag Specialties Dual-Fire Ignition Coil for 18-20 Softail models provides powerful spark and reliable performance. This coil will make for stronger starts and eliminate high-speed misfires in addition to increasing mileage. With a 30,000V output, this coil has a peak spark voltage increase of at least 20% more than the stock coil. It is a direct replacement for ignition coil OEM #31600067. Suggested retail is $116.95.https://www.dragspecialties.com/products/?productId=589245

CYCLE SOURCE TRACK SIDE WITH TYLER PORTER

IN-SLIDE LINE

TALKIN BOUT FITE KLUB

Article By: Tyler Porter
Photos By: Chris Callen & Missi Shoemaker

What's the number one rule of Fight Club? Don't talk about Fight Club. I'm not breaking that rule now because what's at hand is Fite Klub. You see? Totally different. If you follow this column month in and out, you know that my track record for predicting 2020 and its racing season has been poor at best. No, let's quick kidding ourselves, it's been atrocious.

At first, we were gearing up for the Daytona TT. That has been postponed until October. When I last left you, we were asking the sport's top riders what they thought about kicking off their season at the Red Mile at the end of May. Canceled of course. Well, thanks to some outside-the-box thinkers both within and on the fringe of the sport, the Flattrack Fite Klub was quickly organized and executed to give us all that shot of flattrack action that we so desperately needed.

Flattrack Fite Klub is a brand new concept. It is a pay-per-view event produced by FITE TV, who, before this, has mainly focused on producing mixed martial arts and even professional wrestling events. To test the waters, they did their first motorcycle event a few weeks prior with Moto Fite Klub, where legends from the sport of motocross both current and past fought it out in short, bracket-style, heads up races. I purchased that event, and outside of a few technical hiccups, it was fairly entertaining. With lessons learned from the motocross crowd, event spearhead and "voice of the industry" Rob Buydos pulled in more flattrack focused backers such as Terry Rymer and Flattrack Fite Klub was quickly put together.

There were many similarities between the two events. Both raised money for very worthy charities. Flattrack Fite Club namely went to benefit Motor Racing Outreach, which is an organization that provides chaplains for many racing disciplines and the other is the Class of '79 and Friends, the official charity of American Flattrack, which provides much needed medical assistance to injured racers. Not only were both events charitable, but both mixed in a great deal of legends from both past and present. Both events also had short, bracket style match racing. Both, yes, were very entertaining.

That is where the similarities ended. In Flattrack Fite Klub, the name of the game was "spec". Yes, spec equipment. All of the racers were on vintage Bultaco Astro 360's. A bike nearly 50 years old. The Bultaco Astro was the weapon of choice in the 70's for aspiring short track racers around the country. The Spanish company developed a quick and simple air cooled two stroke motor (both 250cc and 360cc models were produced) wrapped in a legit, purpose built flattrack chassis. All available, ready to go, off of your Bultaco dealer's show room floor. They were an instant hit. Of course, as the years went by, four stroke singles came into vogue, and most of these Bultaco's found a dusty corner of a shop to live in. About 10 years ago however, they started to come back. They were being restored, raced, and enjoyed. The Bultaco Astro Cup became a championship in its own right.

FLATTRACK
FITE
KLUB
CHAMPION

The Flattrack Fite Klub Organizers found a group of owners that had the best, fastest, and most reliable examples of the Astro 360 and had them trailered to the "top secret" quarter mile race track where the event was to be held. The legends set to participate were named. Jay Springsteen, former national champion, and a man who had a longer pro career than nearly anyone in the world. Scott Parker, 9 time AMA Flattrack Grand National Champion, a man who's 94 national wins may never be beat. Chris Carr, 7 time Grand National Champion and former "fastest man on two wheels" for his Bonneville land speed records. As we bent more into the current racers we had Joe Kopp, 2000 Grand National Champion, who has still been racing and who debuted the Indian FTR750. To complete the current legends we had Bryan Smith, 2016 Grand National Champion. Sammy Halbert, all around scrappy badass who just wants to "keep it twisted." Ryan Sipes joined the fray, arguably the best all-round motorcycle racer in the world; who has wins in Supercross, several disciplines in Off-Road racing and American Flattrack. Rounding out the field was Jared Mees, 5 time Grand National Champion. Would you say the field was stacked? Well of course it was, that's what the fans want to see.

The track held up fantastic all night long and the competition on their spec bikes were insanely close. Fans were treated to some great racing, high/low slide jobs, some bumping, some moving, and as you can imagine with nearly 50 year old race bikes, a few mechanical hiccups along the way. The quarter mile oval was the perfect size for these bikes, their two stroke engines screamed, only

INNOVATIVE TOOLS AND PRODUCTS THAT HELP YOU MAINTAIN AND REPAIR MOTORCYCLES, ATVS AND UTVS

CABLES THAT GO THE DISTANCE

Helping You Get That Smooth And Precise Control Back From Your Cables

OE BLACK VINYL REPLACEMENT CABLES

-Meets or exceeds OE quality
-Inner nylon sleeve for longer life and smooth operation

V-TWIN HOUSING OPTIONS

ARMOR COAT™
Stainless steel weave & chrome fittings

BLACKOUT™
Black throughout entire cable

to be quelled by the occasional pull of the compression release to slow them down. A cushion formed near the top of the track which opened up the line choice even more. The only true runaways during the night's racing action were due to mechanical problems.

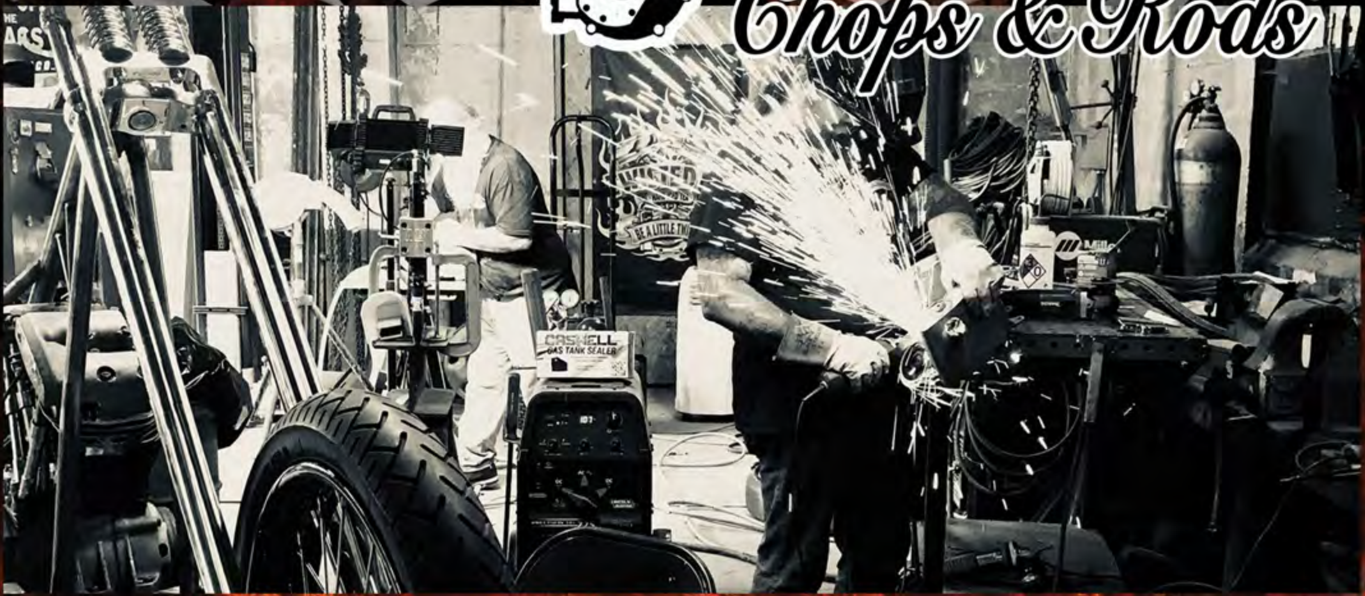
There was a legends bracket and a current racers bracket that whittled the field down to the final. One by one, racers were done for the night. 63 year old Jay Springsteen had much more fight in him than I expected, even so, he was one of the first to be eliminated. Scotty Parker surprised me the most, but I guess 94 national wins don't simply appear from nowhere, and he sure silenced this critic. His battles with his former nemesis Chris Carr took me back to the late 90's. Those two made more bumping than any other matchup on the night, still, it was Carr who prevailed, also eliminating Joe Kopp on his way to winning the "Legends" side of the bracket.

On the current racers bracket, we have GOT to give Ryan Sipes a pass here. Heck, he even competed in Moto Fite Club and won several rounds! This guy can do it all! It was one of his first times on a specific flat track framed bike. He typically competes on a converted motocross bike. Even with all of those struggles, Ryan rode well, and his early dismissal shouldn't be scoffed at. By now, the action was really heating up. Sammy Halbert, who I picked to win, due to his scrappy nature, gave Jared Mees all he wanted in one race. But Jared seemed to have a magical "sling shot" line that would get Sammy at the finish. From there it was an epic battle between Bryan Smith and Jared Mees, two racers who certainly have no love lost for each other. These two raced cleaner than I expected, but Jared did end up besting Bryan.

That set up the final. In a best of three series of match races, only Chris Carr and Jared Mees remained. For the third time of the night, race one was decided by a mechanical, as Jared Mees' 'Taco dropped out, leaving Carr to take the easy win. Spare bikes were available, and Jared quickly hopped on another bike while Chris Carr sat in the staging area taking oxygen to recoup for his next battle. Race two went to Jared on his back up steed, leaving us all excited for the win-or-go-home race three. As the green light flashed, it was once again Jared's time to shine. He took the win and the championship belt home with him.

Will the Flattrack Fite Klub resume down the road? That's hard to say. A lot of it will have to do with economics. Was this a profitable event for all involved? Was the $19.99 pay-per-view fee worth it to consumers? One-off events for flattrack have not fared well in the past. Events like the Super Prestigio of the America's only made one stop in the US. Even its European counterpart has now been eliminated. I sure thought the idea was cool, even if 50 year old bikes aren't totally my gig. I think the legends can bring some older audience members in, but we still need fresh blood in flattrack. Let's do this again, let's do it on modern bikes, and let's do it with young, rabid, hungry and talented racers. Let's see a real FIGHT. That's certainly club that I would be TALKING about.

FLAT BROKE
Chops & Rods



ONE OF A KIND... ONE AT A TIME!

FRAMES
$1,100 BIG TWIN OR SPORTSTER

BARS
1 INCH BUNNIES $99.00 CHROME

PIPES
INFO COMING SOON

TWISTED SPOKE INVADERS
INFO COMING SOON

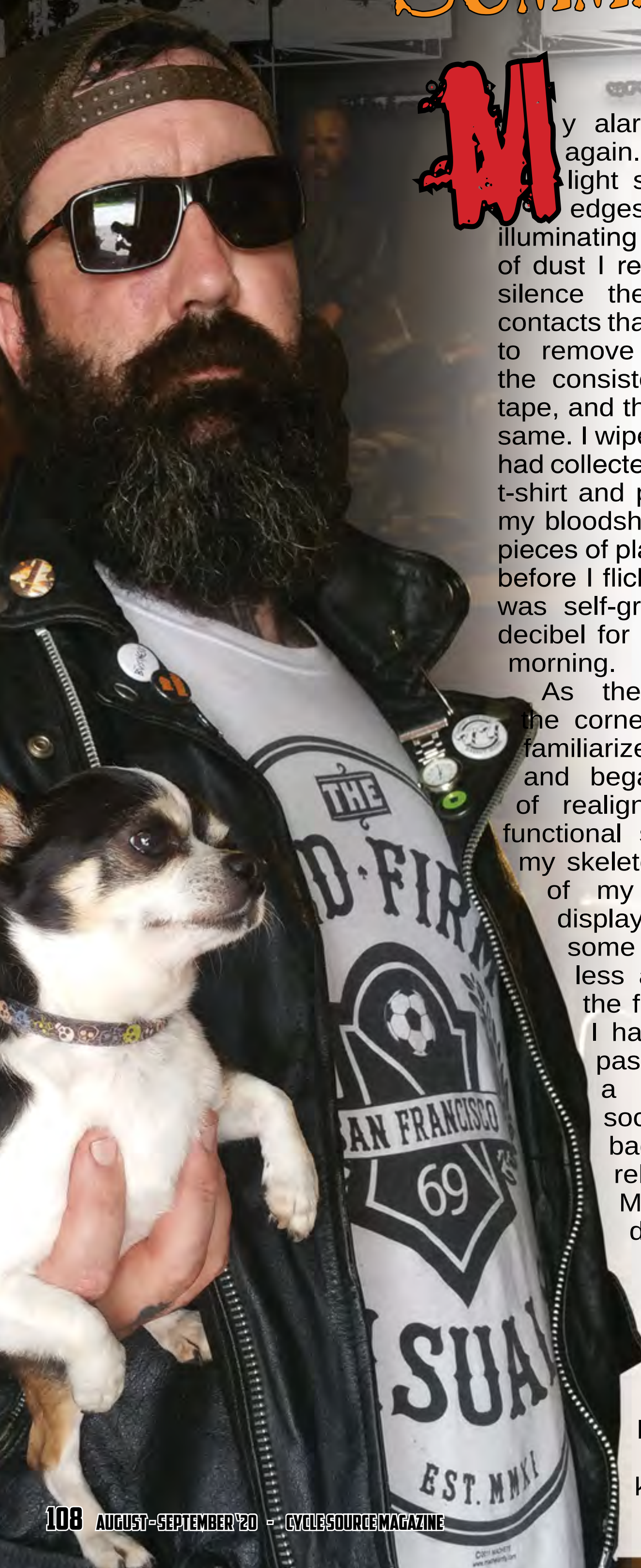
CHECK BACK NEXT MONTH FOR INFO ON OUR SHORT AND TALL SISSY BAR KITS, BOBBER FRAMES & HORSESHOE OIL TANKS.

FLAT BROKE
Chops & Rods
FLAT BROKE
Chops & Rods
FLAT BROKE
Chops & Rods
Flat Broke
CHOPS & RODS
FLAT BROKE
Chops & Rods

FLATBROKECHOPSNRODS.COM

JIMMY FRIZZELL ON THE EDGE

SUMMER VACATION...



My alarm clock didn't fail me again. At 5:45, the beams of light started to penetrate the edges of my window shades illuminating the floating particles of dust I released when I flailed to silence the digital banshee. My contacts that I so conveniently forgot to remove the night before had the consistency of damp masking tape, and their clarity was about the same. I wiped the donut frosting that had collected on my fingertips on my t-shirt and pinched the lenses from my bloodshot eyes. I rolled the thin pieces of plastic between my fingers before I flicked them on my cat that was self-grooming at an elevated decibel for this ungodly time in the morning.

As the gelatin gathered at the corner of my eye sockets, I familiarized myself with reality and began the tedious routine of realigning my spine into a functional support for the rest of my skeleton. The cracked screen of my outdated cell phone displayed some bullshit from some asshole that I could care less about, so I placed it in the front pocket of the jeans I had been wearing for the past three weeks. I grabbed a new pair of irregular socks from the discount bag, and suddenly, as if reborn, I felt whole again. My keys laid dormant on a dinner plate of discarded cigarettes, all wearing no less than a two-inch ash, the burned piece of gum melted to the porcelain turned my stomach if only for a brief moment.

As I stared out my kitchen window past the bottom of a reheated cup of coffee, the neighbor's dog took a brief break from chasing a crippled chipmunk just long enough to take a crap on my patio. As he stared at me, I began to feel quite uncomfortable for interrupting his private time between my lawn furniture, so I continued to make myself presentable for the unkempt masses that would soon uplift my day. I'd much prefer to just not leave the house, but I was out of single-serve potpies, and you can only use Burger King napkins as toilet paper for so long……

The streets were vacant except for the random minivan idling by at snail slaughtering speeds. I could feel each and every gaze the passer-byes hurled in my direction. Everyone was a stranger; everyone is a carrier. The overgrowth had already started to impede onto the edges of the road. High-speed cornering had slowly taken the form of motocross banking from the grit that had washed into the intersections from neglect and time. The discarded cough tampons and five finger fist condoms had long clogged the sides of the roads and now swirl in my wake as I pass. It's like "The Night of the Comet" or whatever obscure 80s movie reference you could conjure up.

It's hard to maneuver the bike through the apex at 80 miles an hour, wrapped in three layers of Clingwrap. The wind whistles through the hole I had duct-taped a week prior in my hazmat suit and the recycled air still had the taste of the "mountain breeze" Glade I used to mace a four-year-old that tried to pet my dog, but it was an unforgiving world, and I wouldn't go down without a fight. It's every man for himself. I may be out of bullets, but I can hurl a can of Fabreeze with great accuracy when threatened.

It's the dawn of a new horizon, all thanks to the dictators of snake oil and misinformation. The bag boy at Piggly Wiggly is a national treasure, I can't open a bank account without a mask, the government is shut down, dog groomers are essential businesses, and I've shaved fifteen minutes off my best time to work because I hold my breathe due to the fact oxygen is evil now too. And as the caves open and the sheep enter the world, they shield their eyes from the ungodly bright natural light even in this new dawn. They live in fear that the homicidal bumblebees will destroy the Chinese import crops sold at their local farmers market.

I enjoyed the apocalypse; it was good to me. As the tourists start to flood the market under a veil of limited freedoms, they gladly except the rest of us bask in the humor of their ignorance. The congestion of stupidity is even more apparent as the idiot parade, fresh from their brush with death, sing songs of their triumph over the phantom plague miraculously thwarted by the evil cop invasion. The world needs a new drug to fiend over and spit out. We are all just a fat kid licking the floors of a doughnut shop bragging every time we find a sprinkle. No logic, No truth, the new abnormal.

NO SCHOOL CHOPPERS

WWW.NOSCHOOLCHOPPERS.COM
STOCK SUCKS

HOT LEATHERS®
USA MADE

- FULL GRAIN NAKED COWHIDE
- HEAVY-DUTY YKK METAL ZIPPERS
- FOUR FRONT POCKETS
- TWO INSIDE POCKETS
- ONE CONCEALED CARRY POCKET
- BLACK HARDWARE
- MADE IN SOUTH WINDSOR, CT

SUPPORT AMERICAN MADE PRODUCTS

BIKERNET.COM
RIDING FREE FOR 20 YEARS
MOTORCYCLE NEWS FAST

Our Sister Sites: BIKERNET TRIKES · BIKERNET BAGGERS · BIKERNET BLOG
Free Departments · Cantina · Studio · Shop · Blog · Sponsors · Travel
Cantina Login
Monday Edition
SEARCH

The Nash Dragster
An Invited Die-Hard Builder for Las Vegas Bikefest 2017

TOP ELECTRIC MOTORCYCLES of 2017--
Trike Editor Fears the Worst

CYCLE ONE American Made Custom FXR Frames
Dare to Dream with the Cycle One Team

OUT OF THE BOX BIKERNET WEEKLY NEWS for January 4, 2018
But Always Moving Forward with a Positive Attitude...

RIDE FOREVER BIKERNET.COM · BIKERNET BAGGERS.COM · BIKERNET TRIKES.COM
SERVING THE MOTORCYCLE INDUSTRY SINCE 1996

CHOP CULT
TAKE ADVANTAGE OF OUR FREE MEMBERSHIP AND ENJOY THE FINER SIDE OF LIFE!

- BI-WEEKLY ARTICLES
- FORUMS
- BLOGDUMP
- FREE CLASSIFIED LISTINGS FOR MOTORCYCLE RELATED PARTS
- EVENT LISTING

WWW.CHOPCULT.COM
@CHOPCULT

Custom Tooled Leather
Seats
Tank Bibs
Saddlebags
Oil Tank Covers
Belts
Wallets

BARE BONES LEATHER
Handcrafted by Curt Green
BareBonesLeather.com • 678.313.0281
611 BRIDLE CREEK DRIVE BETHLEHEM, GA 30620

100 PAGES OF HEAVY METAL, EAR BLASTING, HEART POUNDING, STEEL GRINDING, PAINT FUME HUFFING GLORY...

INSIDE: EXTRA CONTENT COVID LOCK DOWN SPECIAL
CYCLE SOURCE
A GRASS ROOTS MOTORCYCLE PUBLICATION
7 KILLER CUSTOMS
280

EVERY THIRTY DAYS!!!

FEULING
FEULINGPARTS.COM
1-866-966-9767
FEULING
Reaper
CAMSHAFTS
PUT THE POWERBAND WHERE IT COUNTS.
EVO - XL - TWIN CAM - MILWAUKEE EIGHT
MADE IN THE USA

5-BALL RACING JAK SHIRT SERIES

THE 5-BALL RACING TEAM HAS A SECURITY DETAIL AND THEY ALL WEAR JAK SHIRTS BECAUSE OF THEIR TOUGH THICK BUFFALO HIDE AND DUAL GUN POCKETS.

THEY COME IN THREE VARIETIES:

JAK SHIRT SLEEVELESS
5/8 JAK SHIRT
FULL SLEEVE JAK SHIRT

All come with the exclusive 5-Ball Racing (TM) media pocket in the back.
They are built with longer tails for taller guys and guys who don't want their asses hanging out.

CHECK OUT THE WHOLE LINE AT WWW.SHOP.BIKERNET.COM

5 Racing Team

SUBSCRIBE
www.CYCLE SOURCE.com
A GRASS ROOTS MOTORCYCLE PUBLICATION
NEMO
GUEST RANCH STORE
GENERAL MERCHANDISE HUNTING FISHING SUPPLIES
58% Off
The Newsstand Rate
ONLY $30
12 Issues
N' JOIN THE FAMILY!

Now, we can't guarantee that you won't be the red headed step child but by subscribing today you'll know where the reunion is at!!

☐ **One Year (12) Issues For Just $30 - $2.50 Per Issue**

NAME ______

ADDRESS ______

CITY ______ STATE ______ ZIP ______

E-MAIL ______

Please make check or money order payable to: Cycle Source mail to: Cycle Source Magazine 118 Dellenbaugh Rd. Tarentum, PA 15084

PLEASE ALLOW 4-6 WEEKS FOR DELIVERY OF YOUR FIRST ISSUE

ADVERTISERS INDEX

5 Ball Racing Leather....................95
Bare Bones Leather....................110
Battery Outlet............................113
BikerNet.com..............................110
Bling's Cycles.................................79
Blue Grass Engraving..................101
Buffalo Chip.................................69
Chop Cult...................................110
Cycle Source Gear..........................4
DB Custom Leather.......................35
Dennis Kirk....................................5
Denver's Choppers........................67
Drag Seats......................................9
Drag Specialties.............................15
Dutchman..................................113
Faith Forgotten Choppers.............45
Feuling..111
Flat Broke Chops & Rods.............107
GEICO...3
Harbor Freight..............................47
Hot Leathers...............................109
Iron Horse Saloon 51
Kiwi Indian...................................29
Led Sled..63
MC Creations...............................113
Mikuni..55
Motion Pro....................................82
No School Choppers.......................97
Pandemonium...............................20
Paughco...................................13,57
Progressive Insurance....................33
Providence Cycle Worx...................87
Russ Brown...................................27
S100..50
S&S Cycle....................................116
SpeedKing.....................................27
Sporty Parts.................................113
Spectro Oils...................................21
Steel City H-D.............................115
Tech Cycles...................................29
Tropical Tattoo..............................35
Twin Power.....................................2
Twisted Choppers..........................39
Twisted Tea...................................91
Zipper's Performance.....................75

3-Time AMA National Champion
1998 FormulaUSA Champions!!!
DUTCHMAN Racing
SUNNEN
SERDI
COMETIC
DYNOJET
SuperFlow
WISECO
CYCLE ENGINE MACHINE SHOP & MORE
- QUICK TURN AROUND
- DEALER & RETAIL PRICING
- DAILY SHIPPING
- FACTORY CONTRACTOR
- ESTABLISHED IN 1982

412-781-5551
E-Mail: ditto@dutchmanracing.com
www.dutchmanracing.com

Big Bore Kits - 110 Kits - 117 Kits
- ENGINE CASE BORING
- BIG BORE KITS
- STROKER KITS
- VALVE & SPRING KITS
- CAM SHAFTS
- GASKET KITS
- CARBS. & JET KITS
- EXHAUST SYSTEMS
- VINTAGE PERFORMANCE
- CYLINDER BORING & HONING
- VALVE JOBS/STD & COMP.
- SEAT & GUIDE REPLACEMENT
- RE SLEEVING & RE PLATING
- PORTING & FLOW BENCH TESTING
- RE SURFACING & DECKING
- BLUE PRINTING & BALANCING

www. .com
HijinxApparel

SPORTY PARTS
FOR HARLEY SPORTSTERS
NEW • USED • VINTAGE

SPORTYPARTS.COM
800-701-2925
1875 W. Commonwealth Ave. Fullerton CA 92833

Battery Outlet
Plus
MOTORCYCLE - ATV
& JET SKI BATTERIES
Plus Auto - Truck &
Commercial Batteries
425 Pittsburgh St. Springdale, PA
724-274-5151

SHOP TALK

THE IRRATIONAL ART OF A WHISTLING IDIOT
JIMMY FRIZZELL
CUSTOM HELMETS
& ORIGINAL ART
@JIMMY_SUICIDE
THEGATHERINGOFMISFITTOYS
CONTACT: KINGSHITSTUDIOS@GMAIL.COM

OLD PARTS AND LOTS OF 'EM
MC CREATIONS
HOUSTON - TEXAS
281-807-1099
EMAIL: GREGORY_HALE@YAHOO.COM
MCCREATIONS.ORG

100 PAGES OF HEAVY METAL, EAR BLASTING, HEART POUNDING, STEEL GRINDING, PAINT FUME HUFFING GLORY...

INSIDE: EXTRA CONTENT COVID LOCK DOWN SPECIAL
CYCLE SOURCE
A GRASS ROOTS MOTORCYCLE PUBLICATION
7 KILLER CUSTOMS
SCRATCH BUILT
TITTY TWISTER
AROUND MIDNIGHT
FIFTEEN BUCKS
SHREDDER
280

EVERY THIRTY DAYS!!!

GUT BUSTERS

Heard A Good One Lately ?
Then Send It Along To Us At:
119 Dellenbaugh Rd. Tarentum, PA 15084
Or E-mail To cyclesourcemain@comcast.net

CYCLE SOURCE
WILD MAN
No.7
SPECIAL
No.7
THUNDER

The year is 2220, and Joe and Laureen land on Mars after accumulating enough frequent Flier miles. They meet a Martian couple and are talking about all sorts of things. Joe asks if Mars has a stock market if they have laptop computers, how they make money, etc. Finally, Laureen brings up the subject of sex. ‘Just how do you guys do it?’ asks Laureen. The Martian responds, ‘Pretty much the way you do.’

A discussion ensues, and finally, the couples decide to swap partners for the night and experience one another... Laureen and the male Martian go off to a bedroom where the Martian strips. He’s got only

a teeny, weenie member about half an inch long and just a quarter-inch thick. ‘I don’t think this is going to work,’ says Laureen. ‘Why?’ he asks. ‘What’s the matter? ‘’Well,’ she replies, ‘it’s just not long enough to reach me!’’No problem,’ he says, and proceeds to slap his forehead with his palm. With each slap of his forehead, his member grows until it’s quite impressively long. ‘Well,’ she says, ‘that’s quite impressive, but it is still narrow.’ ‘No problem,’ he says, and starts pulling his ears. With each pull, his member grows wider and wider until the entire measurement is extremely exciting to the woman.

‘Wow!’ she exclaims as they fell into bed and made mad passionate love. The next day the couples rejoin their other partners and go their separate ways. As they walked along, Joe asks, ‘Well, was it any good?’ ‘I hate to say it,’ says Laureen, ‘but it was wonderful. How about you?’ ‘It was horrible,’ he replies. ‘All I got was a headache... She kept slapping my forehead and pulling my ears.’

Geno

A man in Hayward, Wisconsin, wakes up one morning to find a bear on his roof. So he looks in the yellow pages, and sure enough, there’s an ad for “Sawyer county bear Removers.” He calls the number, and the man says he’ll be over in 30 minutes. The bear remover arrives and gets out of his van. He’s got a ladder, a baseball bat, 12-gauge shotgun, and a mean heavily scarred old pit bull. “What are you going to do?” the homeowner asks. “I’m going to put this ladder up against the roof, then I’m going to go up there, and I’ll knock the bear off the roof with this baseball bat. When the bear falls off the roof, the pit bull is trained to grab his testicles and not let go. The bear will then be subdued enough for me to put him in the cage in the back of the van.” He then hands the shotgun to the homeowner. “What’s the shotgun for?” asks the homeowner. “If the bear knocks me off the roof, shoot the dog.”

Brian

A blonde and a redhead have a ranch. They have just lost their bull. The women need to buy another but only have $500. The redhead tells the blonde, “I will go to the market and see if I can find one for under that amount. If I can, I will send you a telegram.” She goes to the market and finds one for $499. Having only one dollar left, she goes to the telegraph office and finds out that it costs one dollar per word. She is stumped on how to tell the blonde to bring the truck and trailer. Finally, she tells the telegraph operator to send the word “comfortable.” Skeptical, the operator asks, “How will she know to come with the trailer from just that word?” The redhead replies, “She’s a blonde, so she reads slow: ‘Come for ta bull.’”

Woody

Late one night, a burglar broke into a house, and while he was sneaking around, he heard a voice say, “Jesús is watching you.” He looked around and saw nothing. He kept on creeping and again heard, “Jesús is watching you.” In a dark corner, he saw a cage with a parrot inside. The burglar asked the parrot, “Was it you who said Jesús is watching me,” The parrot replied, “Yes.” Relieved, the burglar asked, “What is your name?” The parrot said, “Clarence.” The burglar said, “That’s a stupid name for a parrot. What idiot named you Clarence?” The parrot answered, “The same idiot that named the rottweiler Jesús.”

Kari

Two guys are walking through a game park & they come across a lion that has not eaten for days. The lion starts chasing the two men. They run as fast as they can, and the one guy starts getting tired and decides to say a prayer, “Please turn this lion into a Christian, Lord.” He looks to see if the lion is still chasing, and he sees the lion on its knees. Happy to see his prayer answered, he turns around and heads towards the lion. As he comes closer to the lion, he hears it saying a prayer: “Thank you, Lord, for the food I am about to receive.”

Vladimir

WE HAVE WHAT IT TAKES TO SAY
STEEL CITY IS YOUR
HARLEY-DAVIDSON DEALER

WARRANTY FOREVER!®
EXCLUSIVELY AVAILABLE IN WESTERN PENNSYLVANIA
AT STEEL CITY HARLEY-DAVIDSON

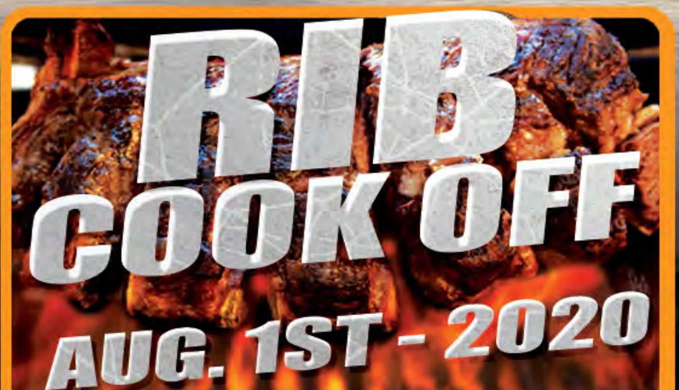
LIFETIME
POWERTRAIN WARRANTY

UNLIMITED MILEAGE
100% PARTS & LABOR
NO DEDUCTIBLE
UNL

THERE IS NO COST TO

Warranty Forever® will pay for all repairs to t
components of your motorcycle for as long a

BROWSE & BUY WITH CONFIDENCE!



RIB
COOK OFF
AUG. 1ST - 2020

Steel City
ROD RUN
Sept. 12th
2020
SHOW OPEN TO PRE 1973 CARS

STEEL CITY
HARLEY-DAVIDSON

CHECK REGULARLY FOR
EVENT INFO
PERTAINING TO STATE REGULATIONS & CAPACITY

24-7 SHOP OUR
ON-LINE STORE

WWW.STEELCITYHARLEY.COM
724-225-7020 - 1375 WASHINGTON ROAD - WASHINGTON, PA

Stealth Tribute Air Cleaner for HD® models

S&S
TWO-THROAT

Inspired by the unique style of the old school S&S Two Throat intake, we've created the new "Tribute" air cleaner cover and wrapped it around our high flow Stealth filter system creating a classic look combined with modern performance.

NEW FOR
·FROM S&S CYCLE·
2020

Made in the USA • sscycle.com • @sscycle • #sscycle

DISCLAIMER: NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON ANY POLLUTION CONTROLLED MOTOR VEHICLE.

PROVEN S&S PERFORMANCE